

EMIGRATION

CANADA



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EMIGRATION—CANADA.

DESPATCH



FROM THE

GOVERNOR-GENERAL OF BRITISH NORTH AMERICA,

TRANSMITTING THE

ANNUAL REPORTS

OF THE

AGENTS FOR EMIGRATION IN CANADA FOR 1841.

Presented to both Houses of Parliament by Command of Her Majesty.

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1842.

EMIGRATION—CANADA.

(No. 34.)

DESPATCH from the Right Hon. Sir CHARLES BAGOT, G.C.B. to Lord
STANLEY.

MY LORD,

Government House, Kingston, 17th February, 1842.

I HAVE the honour to transmit to your Lordship herewith copies of the Reports made to me by the emigrant agents for the two divisions of this province, and by the medical superintendent at Grosse Isle in respect to the emigration to Canada during the last season. These documents did not reach me until after my Despatches for the last packet had been sent off.

Your Lordship will observe that the result of the emigration during the season of 1841, was in every respect satisfactory; that there was less sickness or destitution than usual, notwithstanding the great increase in the numbers; and that employment had been found for all before the winter set in. The absence of sickness is to be attributed in great measure to the improvement in the habits of the class from which the great mass of the emigrants is drawn, and to a considerable extent also, to the favourable weather which most of the vessels met with. Much is also no doubt due to the stricter supervision latterly exercised over emigrant vessels by the Government agents both in England and in Canada.

My predecessor entered so fully into the subject of emigration in his Despatches of the 12th October 1840, and 26th January 1841, that there remains but little for me to suggest, either in respect to the improvement of the law or the manner in which it should be carried into operation. I would, however, draw your Lordship's notice to the suggestion of Mr. Buchanan, that the penalty for carrying more passengers than the law allows, should be calculated on the excess of the passengers, and not be imposed in one sum. According to the present system as Mr. Buchanan has pointed out, the infraction of the law may, notwithstanding the penalty, be very advantageous to the ship-owner, and more so, of course, in proportion to the extent of the infraction.

The emigration of the last year strikingly illustrates the advantage to the emigrant of an early departure from the British coast. Not only is he thereby enabled to settle himself more completely before the approach of the following winter, but he will generally experience a shorter passage, and arrive in Canada at a more healthy season. Your Lordship will observe that to this fact Doctor Douglas attributes to a considerable extent the absence of sickness among the emigrants.

The expenses of the emigration within this province during the past season did not exceed 6,000*l*. The greater part of this sum was employed in conveying destitute emigrants from Quebec and Montreal to places where their labour would be required, the remainder in defraying the salaries of the local agents with the exception of the agent at Quebec, who is paid from the Civil List. The vote of 3,500*l*. obtained from the legislature during the last session, and the sum of 1,500*l*. granted, as your Lordship informs me, by the Imperial Parliament, will nearly cover the whole of this expenditure. The remainder, which will not exceed 1,000*l*., will be provided for by the legislature at its next meeting.

I observe that the question of emigration is engaging much attention in England, and has been pressed on the notice of Her Majesty's Government from several influential quarters. I presume, however, that it would not be the intention of Her Majesty's Government to pay any part of the passage of emigrants proceeding to this province. The expense of such an arrangement would be very great, and I agree with Lord Sydenham in thinking that it would be neither necessary nor expedient. But the plan proposed by Lord John Russell, viz. that the Government should pay the tax on such emigrants as should come out under their auspices, appears to be both practicable and judicious. The fund thus created, together with the proceeds of the tax on those who come out without Government assistance, with the annual grant for agency, will probably suffice for the emigration and quarantine expenses of the present year. But, if not, I anticipate no difficulty in

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Mr. Buchanan.
31st Dec. 1841.
(A.)

Dr. Douglas.
(B.)

Mr. Hawke.
1st Feb. 1842.
(C.)

For Lord Sydenham's Despatches of the 12th Oct. 1840, and 26th Jan. 1841, *vide* Correspondence relative to Emigration in Canada, presented to Parliament by Her Majesty's Command, 1841, pp. 35 and 71.

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obtaining any additional sum that may be required from the legislature. Should the Imperial Parliament grant any further sum towards emigration, I would suggest the propriety of employing at least a portion of it as suggested by Lord Sydenham, in placing a Government agent, who should also act as medical attendant, on board each vessel containing a large number of emigrants.

During the past season great difficulty was found in procuring employment for emigrants who came here merely as labourers without any previous knowledge of agriculture or of any mechanical trade. Under ordinary circumstances the demand for unskilled labour is exceedingly small, and I should be disposed to dissuade rather than encourage the emigration of that class. But during the approaching season so many public works will I trust be in operation that there can be no fear of a want of employment for all who are able to work. I have already devoted a great deal of attention to this subject, and assuming that the loan to be guaranteed by Great Britain will be raised at an early date, I expect that in the course of the summer a considerable progress will be made in the improvements of the St. Lawrence navigation by the completion of the Cornwall Canal; the commencement of a canal between Coteau du Lac and the Cascades; the completion of the lock and dam at St. Ann's Rapids, and the widening of the Lachine Canal. The improvements on the Welland Canal are already in progress, and those in Lake St. Peter and on the Bay of Chaleurs and Gosford Roads will be commenced as soon as the season will permit. These, with the completion of the Montreal and Quebec Roads, and with the local employment which will be provided by the several district councils, will absorb all the emigrants who can be expected. It is probable also that some other of the public works, especially the erection of bridges on the main Province Road, will be completed this year. The great bulk however, of the labour required on this work, will be skilled labour, that of carpenters principally, and masons.

The emigration during the past year from this province to the United States has been comparatively small; and there seems reason to believe that it has been balanced by the immigration from the United States. Those who went from this were principally persons whose relations were settled in the United States, and who, coming out to join them, had taken the route of the St. Lawrence, on account of its superior cheapness.

* * * * *

I have, &c.

(Signed) CHARLES BAGOT.

The Right Hon. Lord Stanley,
&c. &c. &c.

(A.)

REPORT ON EMIGRATION TO CANADA—1841.

BY MR. BUCHANAN.

Office of Her Majesty's Chief Agent for the
Superintendence of Emigration in Canada,
Quebec, 31st December, 1841.

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Sir,

I HAVE the honour to lay before your Excellency, for the information of Her Majesty's Government, the following Report of the Immigration to this province during the past season. It is gratifying to me to be able to inform your Excellency that a considerable increase has taken place in the number of emigrants from the United Kingdom this season over last year.

On reference to paper No. 1, page 11, of the Appendix, it will be seen that the total number recorded at this office this year is 28,086, being an increase over 1840 of 5,852. Paper No. 2, gives an abstract return of the number of emigrant vessels, with the average length of passage, and the number embarked, distinguishing males from females, as also adults from children; also the number of deaths and births during the voyage, and in quarantine, and the actual number landed in the colony.

It is highly satisfactory to find that the general condition of the emigrants during the voyage has been healthy. The deaths at sea, and until arrival, numbered 194, five-sixths of whom were young children, principally infants.

Paper No. 3, page 12, shows a detailed statement of the ports whence the emigrants sailed, with the particular number from each port and country, viz., from England, 5,970; from Ireland, 18,317; from Scotland, 3,559; and from lower ports, 240.

Paper No. 4, page 12, exhibits a comparative statement of the emigration to these provinces since the year 1829, a period of 13 years, amounting in the aggregate to 321,807 souls.

It is my painful duty to record the loss from shipwreck of three vessels with emigrants, bound to this port during the past season, by which 189 lives were unhappily lost. The barque *Minstrel*, Captain Outerbridge, from Limerick, with 141 passengers, and 15 of a crew, were wrecked on the 18th May, on Red Island Reef; only 8 persons were saved; 4 passengers, and 4 of the crew. The survivors succeeded in reaching White Island, and were taken off by Captain McIntire, of the ship *Wellington*, and brought to Quebec. The second vessel was the *Breeze*, Captain O'Donnell, from the same port, wrecked on the 12th May, on the fatal island of Scatarie, with 180 passengers, and 15 of a crew. The vessel was a total loss, but the passengers and crew were saved, and brought up here in a schooner. The third vessel was the barque *Amanda*, Captain Davis, also from Limerick, on her second voyage. She was lost on Little Metis, with 39 passengers, and 18 of a crew, on the morning of the 29th September. The master, 5 of the crew, and 10 passengers, were all that were saved, after having been 12 hours on the wreck. The remaining 41 were drowned. The survivors came up in safety to Quebec.

I am happy in reporting to your Excellency that the health of the emigrants this season after arrival in the river, has been much more satisfactory than last year. I beg to refer to Paper No. 5, page 13, which exhibits a copy of the returns received from the medical superintendent, of the admissions and deaths at the quarantine station, as also a copy of the return received from the medical officer in charge of the marine hospital in this city. By the former, it appears that there were 290 admissions, and 38 deaths; and by the latter, 370 admissions, and 20 deaths; making a total of 660 admissions, and 58 deaths, over two-thirds of whom were children.

By the reports received from the different Government agents throughout the province, it will be seen that the number of deaths has also been diminished; although the emigrants in the western part of the province have been subjected to a good deal of sickness from ague, a disease which, though seldom fatal, is productive of extreme debility, and tends to depress the spirits, and damp the exertions of those suffering under its effects.

It is a source of much satisfaction that I am able to report to your Excellency, that fewer cases of distress, caused from want of sufficient food during the voyage, existed this season. I attribute this favourable change to the increased exertions of the Government agents at the out-ports in the United Kingdom, and to a closer and more strict attention being paid to the quantity of provisions put on board by the passengers. Although in some instances emigrants arrived here in a suffering state from want of sufficient food, yet there has been no instance of that extreme and painful want which I have had occasion to report on during the last and preceding years.

The cases of the following vessels are alluded to in my weekly reports, viz., brig *Hope*, from Dublin; *Warrior*, from Killala; *Clifton*, from Cork; *Astrea*, from Dublin; brig *Bruce*, from Newport; and *China*, from Limerick,—particulars of all which will be found as stated above in the Appendix, at pages 18, 19, and 20. In the case of the latter vessel (the *China*) from Limerick, a large proportion of the passengers' provisions consisted of potatoes, which from improper stowage, and the damp and heat of the vessel's hold, soon decayed, and became unfit for use,—whereas, had they been properly stowed, the passengers would have had a surplus on arrival here. From this cause many families landed in distress, having expended all their money in purchasing food from the master. This has been a fruitful source of complaint for several years past, and to it may be attributed the distressed state in which so many poor families landed here, as well as the addition to the amount of assistance which the Government is obliged to extend every season.

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The best remedies which suggest themselves to prevent a recurrence of this evil is first, one which would place the principal and bulky articles of provisions under the immediate control and superintendence of a proper and responsible person on board each vessel, who might also act as surgeon.

I have taken the liberty of bringing this plan under your Excellency's notice, as it was one suggested by the late and respected Governor-General Lord Sydenham, in his Despatch, forwarding my Report of last year, dated 26th January, 1841.

Secondly, a measure which would oblige the ships to furnish a portion of the provisions necessary for the voyage, for which an extra charge should be made on the passengers. This plan I had the honour to recommend in my report of last year, in the suggested amendment of the third clause of the present Passengers' Act, a copy of which will be seen at page 28 in the Appendix. The adoption of either of these plans would be the means of securing the passenger from the miseries arising from want of the necessaries of life, and protecting them from the heavy contributions which shipmasters so frequently exact from those who may require supplies.

Statements have also been made to this office by the passengers of several vessels, complaining of a short supply of water. This deficiency of water in the case of the *Grace*, from Liverpool, is stated in my weekly report at page 16, was caused by leakage, as the quantity put on board at Liverpool would otherwise have been ample. In the *Hector* from the same port, the passengers were also on short allowance; (see page 20, weekly report). It would appear that the deficiency in this case was caused from waste, and want of proper attention on the part of the master.

In the case of the *Wanderer*, from Glasgow, the passengers presented a petition, a copy of which will be seen at page 26 of the Appendix. They appear to have been on a restricted allowance from the commencement, of three and a-half gallons per week; and as the owner of the vessel, Mr. McCall, stated to them as the vessel got under weigh, that this quantity was all they could be allowed during the passage, they were necessarily prevented from going on shore for redress. They are desirous that their representation may protect others from a recurrence of this evil.

I am gratified in being able to report to your Excellency that complaints during the past season against the improper conduct of the passenger agents in the United Kingdom are more rare than formerly. Grievances do still, in some degree, exist, and will continue until the amendments required in the present Imperial Passenger Act are effected. I had the honour in my report of last year, to bring under the consideration of our late Governor-General, a few amendments to the present Act. Amongst them he was pleased to express his approbation of those offered in the 1st, 6th, 18th, and 20th clauses, a copy of which will be seen in the Appendix, at page 28, and as the subject may now be under the consideration of Her Majesty's Government, I beg respectfully again to allude to this important matter.

Several vessels this season have been fined by the Collector of the Customs at this port, for an infringement of the second clause of the Imperial Passenger Act, in carrying an excess of passengers. It is evident, in many instances that it is done intentionally, as the highest penalty is only 20*l.* sterling. I refer to the case of the ship *Lord Cochrane*, from Tralee, the particulars of which are given in my weekly report, at page 15 of the Appendix. This vessel arrived here with an excess of 60 adult passengers, which, allowing the master of the vessel the usual rate of passage from Ireland, 40*s.* sterling each, would have yielded 100*l.*, after paying the fine imposed by the law, which, as it now stands, is, in fact, offering a premium for its own infringement. I would respectfully represent, that if a penalty of 3*l.* or 5*l.* per head, for all over the number, was fixed by law, the practice would soon be put a stop to.

The number of emigrants who have received parochial aid or assistance from their landlords to emigrate this season, considerably exceeds that of 1840, and amounts to 2,124, of whom from England there were 807; Ireland, 546; and from Scotland, 771. Those from England, with the exception of 110 Irish emigrants from Liverpool, aided by the Earl Fitzwilliam, from his estate in Wicklow, were sent out chiefly under the sanction of the Poor Law Commissioners, and were (as well as all those who have emigrated during these several years past under the same authority) well and amply provided for. They are chiefly from the ports of London, Gravesend, and Rye; and were supplied with sufficient means to enable them to proceed to their destination, or where their labour might be required. Those from Ireland consisted chiefly of small cotters, whose landlords provided them with sufficient assistance to procure a passage to this port. Many landed very poor, and were dependent on immediate employment for their support; but others had sufficient means to enable them to reach their friends. Those who were unable to proceed further, and were desirous of employment, procured it here without difficulty, and soon earned sufficient to carry them further up the country to their friends.

The Scotch emigrants were, I regret to say, not so well provided, and many of them were quite unskilled, by their previous mode of life, to succeed in a country where agricultural employment is their chief dependence. They are principally from Glasgow and Paisley, and landed here, many in great distress, and all very poor. From the former port there were 663, chiefly weavers, and a few mechanics; the latter have generally done well. They are members of the different emigration societies, and have been enabled to emigrate by public subscriptions and weekly contribution made by each family, by which means they were barely able to procure a passage and the necessary provisions for the voyage. They consequently landed here in a destitute state, and depending on immediate employment for the support of their numerous families. They all appear to have left their homes under the impression that they would be supported and forwarded to any section of the province they wished to settle in, at Government

expense, and that if they could only reach this port, all their wants would be provided for. I had the greatest difficulty in making them understand that all the Government would undertake to do for them would be to put them in the way of obtaining employment, which I offered to them in this neighbourhood, and that they must depend on their own industry for support. Should employment not be procured here, I stated that they would be assisted to proceed to other places where it would be obtained. Some few families, numbering nearly 60 persons, remained here and worked for two or three months on the roads, at 2s. 9d. and 3s. per day. They are now settled on land in the flourishing townships of Leeds and Ireland, about 50 or 60 miles from this city, and are in a fair way, from their own industry, of being in a few years independent. I have the gratification at present to know that their families are above want. Their success has been promoted by some influential Scotch gentlemen in this city, who, seeing their willingness and industry, have assisted them with provisions and a few other necessities to enable them to get through the winter. With the exception of this party all the others were determined to proceed further up the country. Toronto appears to be their halting place. A few had sufficient means to carry them so far, and others disposed of their effects to enable them to reach Montreal, where some obtained employment, but the greater part were forwarded at Government expense to Toronto. By a report received from the Emigrant Agent in that city, forwarded to me by Mr. Hawke, it appears that the Scotch weavers are the only immigrants this season who appear to have been unsuccessful. An extract from Mr. Hawke's report will be found in the Appendix, page 23. From their want of knowledge of agricultural labour these immigrants were of little or no use to the farmer; and in the absence of any public work in that section of the province they found great difficulty in obtaining employment. Another party of Scotch immigrants, who landed in an equally, if not in a more, destitute state, were those in the brig *Lady Hood*, and ship *Charles*, from *Thurso*. They are of the agricultural class, and consist of 38 families, 223 persons, from the Western Isles, principally from *Lewis*, and only two or three of them speak English. Owing to a long and tedious passage they landed here in great distress from want of provisions. They all proceeded to settle in the townships of *Bury* and *Lingwick*, in the eastern townships, and appear to have emigrated on the invitation of a party of their countrymen, who came out a few years since, and who, although they landed poor and friendless, are now doing well, and placed in comfortable circumstances. Owing to the lateness of the season when this party arrived (September), and their utterly destitute and unprovided state, depending entirely on employment for the support of their families, and feeling for their anxiety to reach their destination, I furnished them with a free passage to *Port St. Francis*, and a few days' provisions, at Government expense. Appeals have been made in their behalf by the Emigrant Association of the *St. Francis's* district to their countrymen in this city and *Montreal*, which have been most liberally responded to, in order to enable them to get through the winter. Had these people arrived a month or two earlier in the season, when employment was abundant, they would have no doubt been able to get through the winter with comparative ease, as during the harvest months employment was very abundant in that section of the province, and labourers in great demand.

It is of the greatest importance that the advantage of arriving in the colony at as early a period in the season as possible should be impressed on the labouring portions of the emigrants who come out at their own expense, and also on the landholders who wish to give assistance to their poor tenantry to emigrate, as everything depends on the time of their arrival here. Those who sail from the United Kingdom in the months of April and May arrive in time to take advantage of the spring and summer work. They have thus time to look about them, and secure a home for their families, against the coming of winter. On the other hand, as in the instance of the last mentioned party, if emigrants arrive at a season when nearly all employment ceases, the winter approaches before they can get themselves and their families into the interior of the country, and they are thrown on the benevolence of the colonist, or have to drag through a long and severe winter, depending on charity for support. This is equally an injustice to the poor emigrant, and a serious tax on the colonist, which might be avoided in a great measure by leaving their homes at a proper season. By sailing at an early period in the year they can calculate on a more expeditious voyage, which is an all-important consideration. I beg leave to submit a table, which will be found at page 14 of the Appendix. This will show an accurate statement of the sailing of emigrant vessels during the season, with the number of days, enumerating the longest, the shortest, and the average passages during the summer. To the unprovided state and late arrival of emigrants in the province, and to the other causes which I have alluded to above, many of which are set forth in my weekly reports during the past season, I must attribute, in a great measure, the expense incurred by the different agencies in the province. It is, nevertheless, gratifying to know, that there has been a considerable decrease in the number of those assisted this season. In paper No. 6, page 13, of the Appendix, is a statement of the number of destitute persons who received assistance at this port during the past season, numbering 1,904 persons, at a charge of 311l. 12s. 7d. The expense incurred at *Montreal* agency is much greater, a statement of which I am unable to furnish at present, not having received the report from the agent for that city. The increased expenditure may, however, be attributed to the following cause.

The charge of transport for an adult emigrant from this port to *Montreal*, with all his luggage, is only 2s. 6d. currency; children under twelve years half price; and under three years free. This low rate is caused by opposition steamers. Whereas, at the early part of the season, they commenced running at 5s. each, which continued until the middle of June. Many poor families are able to pay their fare as far as *Montreal*, but are prevented proceeding further, owing to the much increased rate of passage thence to *Bytown* and *Kingstown*; the

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charge to Bytown being 8s., and two per cent. for luggage. They may be able to meet the first expense, but their funds will not admit of their proceeding further.

The emigration to these provinces may be divided into three classes. First, Those who have sufficient means and a destination in view. All they require is correct information as to the best and most expeditious route to their respective localities. Secondly, Those who emigrate (a very numerous class of late years) to join friends and relations already settled in the province, but whose limited means do not enable them to reach their destination. These persons require assistance, as, with very few exceptions, they become actual settlers in the province, and cannot be induced to deviate from the route with which they have been furnished before leaving their homes. The application of public funds cannot, I consider, be better or more judiciously applied than in assisting persons of this class. The third class are the indigent, who have no peculiar destination, and who have, by the greatest exertions, and frequently by appeals to public charity, been enabled to scrape together a sufficient sum to pay their passages and provide a scanty store of provisions for the voyage. The last class, consequently, must either be provided with employment or assisted to parts of the country where it may be procured. Very many of this description of persons are not fit for farm servants, and such work as they have been accustomed to must be provided either by private persons or by Government.

This difficulty has in a great measure been removed during the past season, as the public improvements in this neighbourhood and Montreal have furnished employment to a large number of poor of this last class. I quite coincide in the opinion expressed by Mr. Hawke, that we receive in Canada quite too large a proportion of mere labourers, that is, persons who can only use the spade and pickaxe. Unless when some extensive public work is in operation, there is much less demand for persons of this class in the province than people at home are generally aware of; and these form the principal mass of emigrants who proceed to the United States.

Although I have represented to your Excellency that a large portion of the emigrants have arrived poor and in distress, still the number of those whose intelligence and proportionate wealth will add to the value of our colonial population is incomparably greater; and I consider, on the whole, that the emigration of the past season presents the most favourable aspect. The general character and conduct of the emigrants is gratifying beyond description, and I have not heard of a single instance of improper conduct or crime from any of the different agencies throughout the province. This is greatly to be attributed to the increasing influence of the temperance societies, which, I am happy to state, are extending throughout this province.

I here take the opportunity of alluding with much satisfaction to the condition in which a party of emigrants arrived, who were sent out by Neill Malcolm, Esq., from his estates in Argyleshire, numbering 52 persons (see weekly report, page 19). These people were abundantly provided during the passage, and I had instructions to advance them a sufficient sum to enable them to join their friends settled in the London district. This gentleman's liberality and kindness will long be remembered by this party.

In paper No. 7, page 13 of the Appendix, I have set forth the distribution of the immigrants of the past season, as near as they can possibly be ascertained. From the returns received from Mr. Hawke, which will be seen at page 31 of the Appendix, it appears that near 19,000 have proceeded to the western section of the province, of whom about 1,200 have gone over to the United States. I estimate the total number who may have left the province at from 3,000 to 4,000; but the exact amount it is impossible to ascertain. They are, with few exceptions, persons who have friends and relations already settled in the United States, and whom no inducement which could be offered would persuade to remain in the colony. The voluntary emigration to that country has this season much decreased, as, owing to the financial distress in the neighbouring republic, very few of their public works are in operation, and consequently there is a decrease in the demand for labour. It is, however, satisfactory to learn that we every season receive large numbers from the United States, and among them many of the better class, who either have emigrated by that route or have been residing in the republic for a few years.

In support of these statements, I beg to refer to extracts from letters received from Mr. Hawke, at page 22 of the Appendix. The agent at Toronto in his report states the number who left that port for the United States at 280 persons, and that 620 arrived at his agency from thence.

By a report received from the agent at Bytown, which will be seen at page 25 of the Appendix, I beg to direct your Excellency's attention to the favourable and advantageous condition which those emigrants enjoy who have been induced to settle in that highly advantageous (but still to the emigrant imperfectly known) section of the Ottawa country. I consider that no portion of the province possesses greater facilities, or offers more encouragement to the industrious immigrant than the Ottawa river. This being the great lumbering depôt of the country, the farmer is certain to find a ready sale and a good market at his door for all the surplus produce he may be able to raise. To the poor but industrious labourer it also presents a sure and certain field for employment at all seasons of the year—a most important consideration. The thousands of settlers throughout that section of the country in prosperous circumstances are living proofs of the truth of this fact. It having come to my knowledge that labourers were in demand in this district, I forwarded in the month of October eleven poor families, in all eighty persons, who had been employed during the summer on the public works; but, owing to their large families, could not, living in town, do more than support themselves; and who were desirous of proceeding into the country to seek employment for the winter. I sent on these people to Bytown at Government expense, and furnished them

with recommendations to influential persons who took an interest in the establishment of immigrants in that part of the province. By the accounts which I have received, all these families who followed the advice given them have done well, having procured immediate employment on their arrival. They are chiefly settled in Clarendon and Litchfield, about 70 miles west of Bytown. Any facilities which Government may afford poor immigrants to proceed to settle in the Ottawa country are well bestowed, as they are certain in the course of a year or two to become permanent occupiers of land. Nor are they likely to be seduced or imposed on by the alluring though false reports circulated by those who wish to lead them to the United States. And it may be stated here, without fear of contradiction, that every immigrant family settled in this province, after the second year, becomes a consumer of British manufactures to a greater or less extent.

The number of families located on the Lambton and Kennebec road settlement is twelve, principally old residents in the country. At the early part of the season, it was utterly impossible for persons desirous of settling there to reach the land, for want of a road; this, however, is now obviated, as a good road has been opened from the Kennebec to Lake St. Francis, a distance of 34 miles; and I have no doubt that a considerable addition to this settlement will be made next season.

I beg leave to suggest the propriety of continuing this road from Lake St. Francis to the Victoria Settlement, about 18 miles, which would open a direct route from Quebec to Sherbrooke, and which could be accomplished at a small outlay. This would afford a vast additional inducement to immigrants to locate themselves in this settlement, thereby adding materially to the value of the other lands of the Crown in that section of the province.

On reference to paper No. 8, page 14 of the Appendix, will be seen the number of emigrants from the United Kingdom who arrived at the port of New York; also the number each year respectively since 1829, amounting in the aggregate to 347,632. It will appear by this statement that the emigration at that port has considerably decreased during the last year, while there has been an increase in the emigration to this province.

In connection with the subject of emigration to the United States, I take this opportunity of bringing under your Excellency's notice the address of the Irish Emigrant Society of New York, to the people of Ireland.

This address, though drawn up in a somewhat peculiar style, and but little applicable to the emigration into this province, contains, nevertheless, some excellent advice, which it would be well to bring under the notice of those who, on leaving Ireland, feel disposed to give preference to a foreign state over these appendages to the Imperial Crown of Great Britain.

It is sufficient to read the statement made in this address, and to be convinced that emigration to the United States holds out no prospect of superior advantage. The melancholy description given of the fate of persons above the class of labourers who aspire to employment in the counting-houses of the merchant, or the office of the lawyer, has no parallel in this province. The emigration even of labourers to the Atlantic cities is feelingly deprecated. While nothing can be more judicious than the recommendation of the Society that all emigrants should bring with them sufficient means beyond their passage money, to convey them into the interior, and to locations proper for settlement.

The truth as to emigrants being enticed, on promise of finding them employment, to proceed to unhealthy parts of the country, is not disguised in this address; but as the paper is of considerable length, I have contented myself with inserting the most material passages, which will be found in page 26 of the Appendix.

The general results of the emigration to this province may be appealed to in favourable contrast to the picture presented by the New York Emigration Society. The emigration to this province during the past season has been, generally speaking, highly successful. Few have failed in obtaining employment, and with respect to those who may have so failed, it can only be attributed to their perverseness in not following the advice which they received on landing here. It was in my power to procure employment for all who sought it, but as I have already had occasion to state, few could be prevailed upon to accept it here, if they had the means of proceeding up the country. In fact, in the early part of the season, labourers were with difficulty obtained; and those who were willing to work for moderate wages, need not have been an hour idle; while those who may have suffered from sickness or poverty, were provided for, and assisted to reach their friends in whatever section of the province they might reside.

I think, then, I am justified in referring to this address, to show that the balance of advantage from immigration is decidedly in favour of this province. This opinion I have never swerved from; but I think it right that the corroborative evidence of a charitable body, so respectable as the Emigration Society of the principal Atlantic city, should be made available to induce the Irish emigrant to pause before he separates himself altogether from his native country, and his natural Sovereign; instead of by settling in this province, identifying himself with the prosperity and glory of a colony, which bids fair to attain the highest destinies under the fostering care of Great Britain.

With reference to the amount of capital brought into the province by the immigrants of this season. I regret that I have no means of ascertaining the total with any degree of certainty. In making inquiries of this kind, it is very difficult to come at the truth, as immigrants are naturally cautious in giving information on this head. I estimate it, however, at not less than from 100,000*l.* to 120,000*l.* sterling.

I beg leave to state to your Excellency, that from all appearances, and from the accounts received from the United Kingdom, I anticipate a large increase in the immigration of next year. The subject seems to excite unusual interest in the public mind, and to be regarded as a means of relieving the distress among the superabundant population of the mother country.

Emigration.
CANADA.

In consequence, therefore, of the moderate rate of passage, it may be reasonably expected that a large portion of the emigration will be directed to this colony.

I have had occasion to remark that year following a season of distress among the labouring classes, has generally produced an increase in the voluntary emigration; and it would appear from the accounts received from the United Kingdom, that such distress has existed to a considerable extent.

I have the satisfaction of stating, that the natural demands of this colony for the absorbing of a large number of emigrants are in the fullest operation, as will appear from the degree of enterprize with which both the public and private improvements are advancing in every section of this province.

The establishment of a Board for the superintendence of public works, and the numerous improvements which were sanctioned by the Legislature during the last session, hold out prospects of increased employment to the labourer. Among these, the widening of the Welland, and the finishing of the St. Lawrence Canals, are two works of the greatest and most vital importance to the progress of the colony.

The improvements on the Welland Canal have been commenced this winter. Upwards of 2,000 hands are now employed, and I am given to understand that many more would obtain employment at this moment. Should the St. Lawrence Canal be commenced in spring, as well as some other district improvements, no fears need be entertained as to any want of employment, whatever may be the extent of emigration next season. But should the commencement of these all-important works be delayed, I must confess I should regret to see an extensive immigration of the poorer class, without some provision having been made beforehand for their reception, as otherwise they will necessarily entail a serious expense on the Government. This part of the subject I respectfully leave to your Excellency's consideration.

The renewal of the provincial Act, imposing a tax of 5s. currency on all immigrants landing in this colony will provide the means of affording relief to the sick and destitute portion, on their immediate arrival, without drawing on the public funds of the province.

I anticipate the most satisfactory results from several of the clauses in this Act. I allude to the 4th, 5th, and 8th clauses; the two former requiring more strict attention on the part of the shipmaster, to the correctness of his passage lists, as also to the accommodation of the emigrants for a specified period after their arrival in port. The latter affords to the party complaining a summary mode of redress; without being subjected to the delays and difficulties to which he was previously exposed, under the provisions of the Imperial Act; delays and difficulties which have been the cause of very many abuses being passed over with impunity. I beg leave to express a hope that the amendments to this important Bill (the Imperial Passenger Act) which are now under the consideration of Her Majesty's Government, will be the means of checking many of the evils which have heretofore existed.

Before concluding this Report, I cannot refrain from bearing testimony to the great services rendered to the cause of emigration by the mission to the United Kingdom, of Dr. Thomas Rolph. His exertions are universally acknowledged on this side of the Atlantic; nor can there be a doubt, that through his means, a more extended knowledge of this province, and its capabilities of receiving and providing for a large number of emigrants, has been diffused through those parts of the United Kingdom which he had occasion to visit, to the manifest benefit of the emigrating portion of the population.

In closing this report, I beg to state to your Excellency, that I have endeavoured to adhere as much as possible, to matters which have come under my own observation, the details of which will be seen in the Appendix. Submitting the whole to the favourable consideration of your Excellency, I have the honour to request that you will be pleased to transmit this Report to Her Majesty's Principal Secretary of State for the Colonies, for the information of Her Majesty's Government.

I have, &c.

The Right Hon. Sir Charles Bagot,
&c. &c. &c.

(Signed) A. C. BUCHANAN, Chief Agent.

APPENDIX TO REPORT ON EMIGRATION TO CANADA—1841.

No. 1.

The following statement shows the weekly arrival of emigrants at Quebec and Montreal during the year 1841; specifying the number of adult males and females, also the male and female children under fourteen and seven years, as well as the number of voluntary emigrants and those that received parochial aid. In this Return the deaths on the voyage and in hospital are deducted:—

Emigration.
CANADA.

Week ending	Adults.		Under 14 Years.		Under 7 Years.		Parochial Aid.	Voluntary.	Total each Week.
	M.	F.	M.	F.	M.	F.			
From May 6 to May 22	3,533	2,435	546	517	738	801	470	8,100	8,570
From May 23 to June 5	1,482	1,124	205	198	325	335	..	3,669	3,669
June 12	513	388	72	68	119	103	160	1,103	1,263
„ 19	360	270	80	70	78	66	319	605	924
„ 26	526	502	99	108	116	107	106	1,352	1,458
July 3	1,005	835	178	149	229	224	..	2,620	2,620
„ 10	705	544	140	132	175	167	245	1,618	1,863
„ 17	421	344	87	83	96	107	130	1,008	1,138
„ 24	323	267	54	40	92	77	24	829	853
Aug. 7	361	327	94	76	79	80	319	698	1,017
„ 14	186	169	44	39	69	65	80	492	572
„ 21	191	154	43	25	42	32	100	387	487
„ 28	286	218	44	35	67	48	..	698	698
Sept. 4	355	288	80	95	90	77	25	960	985
„ 11	128	106	25	22	21	26	44	284	328
„ 18	154	134	33	34	40	31	88	338	426
„ 25	189	160	44	41	66	49	14	535	549
Oct. 9	148	162	57	39	59	46	..	511	511
„ 31	86	41	14	5	4	5	..	155	155
	10,952	8,468	1,939	1,776	2,505	2,446	2,124	25,962	28,086

Emigrant Department,
Quebec, December 31, 1841.

(Signed)

A. C. BUCHANAN,
Chief Agent.

No. 2.

Statement of the Number of Emigrants embarked, with the Number of Deaths and Births during the Voyage and in Quarantine; showing Total Number landed in the Colony, distinguishing Males from Females and Adults from Children, with the Number of Vessels and average Passage.

	Number of Ships.	Average Passage.	Number Embarked.						Number of Deaths during the Voyage and in Quarantine.						Number of Births.	Total landed in the Colony.						Total.		
			Adults.		14 to 7.		Under 7.		Adults.		14 to 7.		Under 7.			Adults.		14 to 7.		Under 7.				
			M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.		M.	F.	M.	F.	M.	F.	M.	F.	
May 1 to 31	197	42	8,963	6,794	1,481	1,386	2,035	2,051	21	23	..	3	72	63	18	16	8,942	6,771	1,481	1,383	1,981	2,004	12,404	10,158
August 1 to 31	96	48	1,838	1,640	439	384	528	442	15	5	3	1	14	12	6	7	1,873	1,635	436	383	520	437	2,829	2,455
October 1 to 31 . . . . .	..	..	137	62	22	10	4	5	..	..	..	..	..	..	..	..	137	62	22	10	4	5	163	77
Ports	293	..	10,988	8,496	1,942	1,780	2,567	2,498	36	28	3	4	86	75	24	23	10,952	8,468	1,939	1,776	2,505	2,446	15,396	12,690

Total 28,086

Emigrant Department,
Quebec, December 31, 1841.

(Signed)

A. C. BUCHANAN,
Chief Agent.

Emigration.

No. 3.

CANADA.

NAMES of Ports from which Emigrants came during the Year 1841.

ENGLAND.			
	Number from each Port.		Number from each Port.
Bristol	202	Portsmouth	15
Broadhaven	110	Plymouth	241
Bideford	164	Padstow	558
Bridgewater	101	Penzance	15
Banff	87	Rye	214
Cardigan	82	Sheerness	4
Dartmouth	12	Stockton	33
Falure	23	Sunderland	5
Gloucester	151	St. Ives	19
Hull	287	Whitehaven	2
Liverpool	2,994	Wigton	14
London	642	Yarmouth	32
Milford	10		
Newcastle	3		5,970

IRELAND.			
	Number from each Port.		Number from each Port.
Belfast	4,825	Newry	520
Baltimore	233	Ross	622
Cork	1,401	Sligo	1,850
Dublin	1,432	Tralee	506
Donegal	515	Waterford	748
Galway	128	Wexford	45
Killala	528	Westport	281
Londonderry	1,874	Youghal	57
Limerick	2,547		
Newport	205		18,317

SCOTLAND.			
	Number from each Port.		Number from each Port.
Aberdeen	354	Isle of Sky	49
Alloa	6	Leith	150
Cromarthy	74	Stornaway	223
Carmarthen	14	Thurso	537
Dundee	239	Trouro	40
Dumfries	41		
Greenock	645		3,559
Glasgow	1,187		

LOWER PORTS.	
New Brunswick, Nova Scotia, and Ports in the Gulf of St. Lawrence	240

Emigrant Department,
Quebec, December 31, 1841.(Signed) A. C. BUCHANAN,
Chief Agent.

No. 4.

COMPARATIVE STATEMENT of the Number of Emigrants arrived at Quebec since the Year 1829, inclusive.

Places of Departure.	1829.	1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	1840.	1841.
England and Wales	3,565	6,799	10,343	17,481	5,198	6,799	3,067	12,188	5,580	990	1,586	4,567	5,970
Ireland	9,614	18,300	34,133	28,204	12,013	19,206	7,108	12,590	14,538	1,456	5,113	16,291	18,317
Scotland	2,643	2,450	5,354	5,500	4,196	4,591	2,127	2,224	1,509	547	485	1,144	3,559
Hamburg and Gibraltar . . . . .	..	..	..	15	..	..	..	..	..	..	..	..	..
New Brunswick and Nova Scotia, and Ports on the River St. Lawrence	123	451	424	546	345	339	225	235	274	273	255	232	240
Havre de Grace . . . . .	..	..	..	..	..	..	..	485	..	..	..	..	..
	15,945	28,000	50,254	51,746	21,752	30,935	12,527	27,722	21,901	3,266	7,439	22,234	28,086

Grand Total 321,807.

Emigrant Department,
Quebec, December 31, 1841.(Signed) A. C. BUCHANAN,
Chief Agent.

No. 5.

Emigration.
CANADA.

RETURN of the Number of Emigrants admitted at the Quarantine Hospital from the 1st of May to the close of the Navigation.

—	Admitted.	Discharged.	Died.
Men	75	69	6
Women	72	61	11
Children	143	122	21
	290	252	38

EMIGRANTS admitted to the Marine Hospital in Quebec during the same Period.

—	Admitted.	Discharged.	Died.
Men, women, and children	370	350	20

Emigrant Department,
Quebec, December 31, 1841.

(Signed) A. C. BUCHANAN,
Chief Agent.

No. 6.

RETURN of the Number of Adults and Children between Fourteen and Seven Years who have been aided with Provisions and the means of Transport to Port St. Francis, Montreal, and New Brunswick, during the Season 1841.

—	Ages.				Total Number.	Relief afforded.		Total Amount.
	Men.	Women.	Under 14 Years	Under 7 Years.		Provisions.	Transport.	
Port St. Francis	84	95	43	46	268	£. s. d.	£. s. d.	£. s. d.
Montreal	314	759	270	284	1,627	63 0 5	248 12 2	311 12 7
New Brunswick . . . . .	..	4	3	2	9			
	398	858	316	332	1,904	63 0 5	248 12 2	311 12 7

Emigrant Department,
Quebec, December 31, 1841.

(Signed) A. C. BUCHANAN,
Chief Agent.

No. 7.

DISTRIBUTION of Emigrants arrived at Quebec in the Year 1841.

Canada East, late Lower Canada.

City and District of Quebec	2,000
District of Three Rivers and St. Francis, including the eastern townships	400
City and District of Montreal	4,000
	<u>6,400</u>

Canada West, late Upper Canada.

Ottawa and Bathurst Districts and along the line of the Rideau Canal, including Bytown	2,600
The Eastern and Johnstown Districts and along the route of the St. Lawrence	1,960
The Midland, Victoria, and Prince Edward's Island Districts, and up the Bay of Quinté, and in the vicinity of Kingston	2,500
Landed at Coburg, Port Hope, Whitby, Darlington, and settled in the Newcastle District	1,850
Landed at Toronto, and settled in the Home and Gore Districts	6,612
Niagara District, including St. Catharine's, and along the Welland Canal	1,000
The Huron Tract, and in the London District	1,500
West to New Brunswick and Prince Edward's Island, and to ports in the Gulf of the St. Lawrence	150
Supposed to have gone to the United States	3,500
	<u>28,072</u>

Total nearly 28,072

Emigrant Department,
Quebec, December 31, 1841.

(Signed) A. C. BUCHANAN,
Chief Agent.

Emigration.
CANADA.

No. 8.

RETURN of the Number of Emigrants arrived at New York from the United Kingdom for the last thirteen Years.

In the year	Number each Year.
1829	11,501
1830	21,433
1831	22,607
1832	28,283
1833	16,100
1834	26,540
1835	16,749
1836	59,075
1837	34,000
1838	13,059
1839	24,376
1840	41,500
1841	32,409
	<hr/> 347,632

Emigrant Department,
Quebec, December 31, 1841.

(Signed) A. C. BUCHANAN,
Chief Agent.

No. 9.

List of Vessels Wrecked coming to Quebec during the Season 1841, with the number of Lives lost.

	Number of Lives lost.
The brig <i>Breeze</i> , Captain O'Donnell, from Limerick, was wrecked on the Island of Scatari on the 14th May, with 160 passengers, who were all saved, but lost all their baggage and provisions.	
The brig <i>Minstrel</i> , Captain Outerbridge, from Limerick, was wrecked the 8th May, on Red Island Reef, with 141 passengers and 15 of a crew, only eight persons saved	148
The barque <i>Amanda</i> , Captain Davis, from Limerick, was wrecked on Little Metis Point, on the 26th September, with 18 of a crew and 39 passengers, 5 of the former and captain, and 10 of the latter saved	41
Total lost	<hr/> 189

Emigrant Department,
Quebec, December 31, 1841.

(Signed) A. C. BUCHANAN,
Chief Agent.

No. 10.

ABSTRACT of Average length of Passages made by Vessels with Emigrants from the United Kingdom to Quebec during the Year 1841.

Date of Sailing from the United Kingdom.	Number of Vessels.	Shortest Passage.	Longest Passage.	Average Passage.
March 30th	1	Days. 49	Days. 49	Days. 49
From April 1st to the 15th	84	34	62	44½
„ April 16th to the 30th	46	24	78	36½
„ May 1st to the 15th	32	35	59	46½
„ May 16th to the 31st	27	38	65	46½
„ June 1st to the 15th	15	38	75	51½
„ June 16th to the 30th	13	41	70	59
„ July 1st to the 15th	17	34	65	52½
„ July 16th to the 31st	11	43	67	50½
„ August 1st to the 15th	23	33	57	43½
„ August 16th to the 31st	16	29	66	40½
„ Sept. 1st to the 15th	6	31	56	42

Emigrant Department,
Quebec, December 31, 1841.

(Signed) A. C. BUCHANAN,
Chief Agent.

No. 11.

EXTRACTS from the several Weekly Reports made to the Governor-General by the Chief Agent for Emigrants at Quebec.

Week ending May, 1841.

The number of emigrants arrived this week has been unusually large, in fact over 8,600 have landed during the last four days, all in good circumstances. Their destination is, with few exceptions, to the western section of the province, where a large number have friends and relations already settled. I am happy to state that there has not been a single well-founded complaint from any of them. They have all landed with a large surplus of stock of provisions, owing to the favourable passages they have had, the average of which has been 38 days.

The Marchioness of Abercorn, with 508 passengers, landed them on the 26th day from Londonderry.

Amongst the total number of emigrants arrived are 460, who have been assisted by their landlords. Of this number were 190 by the Prince George, 15 of whom embarked at London, sent out by the Poor Law Commissioners; 116 embarked at Gravesend, sent out by Lord Portman from his estates in Dorsetshire and Kent; and 59 from the House of Industry, Isle of Wight, and from the parish of Salthurst and Read Court.

These people were all amply provided for, and received on leaving the ship two days' rations, and a free passage to Montreal, with 20*s.* sterling, each adult to assist them up the country. A few of the young men went to friends near Albany, state of New York; the remainder went up the country for employment.

In the Sarah Botsford were 180 persons connected with the Calton Emigration Society; the greater part of these people are hand-loom weavers. They have been assisted to emigrate by the liberality of private individuals and public bodies. These people arrived in excellent health, and proceeded direct in the vessel to Montreal; they were well provided for during the voyage.

In the Hampton were seven families, 45 persons, who were assisted to emigrate by Lord Charlemont from his estates in Armagh; they were all provided for, and proceeded direct on their route to the midland district.

In the James Cook from Limerick were 48 persons, assisted by Colonel Wyndham; they had sufficient means to carry them up the country, where they had friends in the Newcastle district, and had a large surplus stock of provisions on landing. This vessel made the quickest passage this season, being only 20 days on the voyage. The English emigrants from Padstow and Hull are a small and healthy body of settlers, nearly all going to settle in the Home and Newcastle districts. A few families have relations in Ohio and Pennsylvania, whom they are going to join. On the whole, I consider that but a small proportion of the emigration this season is going to the United States; and from what I can learn from them here, much fewer of the Irish, with the exception of those who have friends already settled there, than in former years. If those depending on immediate labour for their support could only be induced to listen to what is most for their advantage, they would accept of employment here or in Montreal.

We have plenty of employment, and I have arranged that all who want it will be employed on the roads, yet is it with difficulty I can induce them to remain; if they have sufficient to pay their passage in the steamer they will go on.

Wages here on the Government works is 3*s.* 1½*d.* per day, and on the roads it is job work, by which they can earn 3*s.* to 3*s.* 6*d.* On board of vessels they get from 4*s.* to 5*s.*, and good men get as high as 6*s.*; but this will only continue for a short time during the hurry occasioned by the arrival of so large a spring fleet.

I have obtained employment for upwards of 500 persons this season, and as near as I can judge about double that number are at present employed here. Mr. Hawke writes me from Kingston, that all those who have arrived there this season seeking employment stated they were offered employment both here and at Montreal, but refused to work, as they expected higher wages at Kingston and Toronto. Very many ridicule the idea of working here at 3*s.* per day; the consequence is, on their arrival at Kingston or Toronto they are disappointed.

A large number of emigrants from Belfast and other ports in the north of Ireland are going to settle in the Bathurst and Johnston district: a good many are going to Cavan, in the Newcastle district.

From the 22nd May to the 5th June.

The emigrants arrived during the last fortnight are chiefly Irish, and all in good health; a large portion are going up the country to join their friends. I regret to have to report a gross infringement of the 2nd clause of the Imperial Passenger Act, in the case of the ship Lord Cochrane, Captain Williams, from Tralee. This vessel had upwards of 60 adult passengers over her complement, and out of 399 persons on board, there were only 322 names on her passenger list. The master was fined by the collector 20*l.* sterling, which was the highest penalty under the Act. In the space occupied by the passengers, there was only six feet five inches superficies, whereas by the Act there should be 10 feet. These people, notwithstanding their crowded state, landed in good health. The only death during the voyage, was that of a child of two and a half years. The master appears to be quite ignorant of the regulations respecting the carrying of passengers; and had not a copy of the Passenger Act on board. This vessel is owned by Messrs. R. and W. Hickson, of Tralee.

The demand of labour still continues, but in spite of all I can do or say to those seeking employment, they will not remain here, if they have means to proceed further up. A party I directed across the river St. Lawrence to New Liverpool, for employment, were on arrival there, offered 4*s.* per day, and refused it, and afterwards applied to be sent up free.

Week ending 12th June.

The arrivals during the past week, are chiefly of Irish, and mostly of the labouring class. A few respectable farmers with capital, from 100*l.* to 200*l.* sterling, came out in the Obern, from Liverpool. About 200 of the passengers by this vessel, proceeded immediately to Montreal, on the route to Upper Canada, where they intend to settle. Five young men are going to New Brunswick, and a few to the United States. Those by the Tom, from Dublin, and Souris from Belfast, landed in good health. A number remained here for employment, the remainder proceeded up the country.

Emigration.
CANADA.

In the *Rose Bank*, from Belfast, were 28 families, members of the North Quarter Glasgow Emigration Society, principally weavers. They have been assisted to emigrate by public subscription, and by weekly contribution made by each family. They number in all 160 persons: a surplus amounting to 60*l.* currency was divided among them on their landing here, which enabled some of them to reach Montreal, whither they were determined to proceed, notwithstanding what I stated to them of the difficulty they would find there, and higher up the country, in obtaining employment, and the certainty of work they would find here. A few of them have, however, taken my advice, and are now at work. In fact very few of the emigrants are inclined to work, if they can possibly avoid it, and they all appear to land here with the impression that the Government will forward them free.

In the schooner *Mary*, from Sydney, Captain Briton, were 107 passengers, the remainder of those in the *Breeze*, O'Donnell master, from Limerick, which vessel was wrecked on the island of Scatari, on the 14th May, passengers all saved, but with the loss of their baggage and provisions. She had 160 on board, 53 of whom remained at Sydney for employment; a few went to St. John's and Halifax, and those that came on here are going to their friends; about 51 of them will remain in the province, the remainder are going to a place called Silver Lake in the state of New York. In consequence of their condition, I forwarded them to Montreal, and gave them a supply of provisions, as they were nearly all penniless.

The total number of persons assisted from this office this season with the exception of these people are 85, namely 4 men and 81 women and children, either widows or married women, with families going to their husbands in different parts of the province.

Those by the *Idea* from Galway, and *Julia* from Sligo, landed on Saturday in good health, and many of them have remained here for employment from want of means to proceed further up.

Week ending the 19th June.

The emigrants arrived during the past week all landed in good health. Some of those by the *Lively*, and *Mary Coxin*, from Cork, are in good circumstances, and proceeded on their route to their friends in different parts of the province. The passengers per *Cornelia* and *Mary Ann* are members of the Glasgow Emigration Society, and have all been assisted to emigrate; they are anxious to proceed to Upper Canada, but their means are very limited, and they can barely pay their passage to Montreal. I have offered them all employment, but very few would accept it, and prefer paying their last shilling to take them to Montreal. These people all appear to have emigrated with the impression that Government would assist them to their destination. A party of gentlemen in this city offered to subscribe a sum sufficient to procure them provisions during the winter, if they would remain and settle in this district, and to place those desirous on land. One or two families intend to avail themselves of this liberal offer, but the remainder proceed upwards. I am still able to procure employment for all who will accept of it on the roads. When at job work, industrious men can earn 3*s.* to 3*s.* 6*d.* per day. About 300 hands are now employed on them.

Week ending 26th June.

The emigrants arrived during the past week are in good health and consist of farmers and labourers; the great majority intend settling in Upper Canada, where they have friends.

The passengers in the *Robert Alexander Park* and *Unicorn*, from Londonderry, are respectable settlers, and all appear in good circumstances; they, with few exceptions have their relations settled in the Home, Gore, and Wellington districts.

In the barque *Harmony* from Bristol, were a party of Mormons, going to settle in Illinois; they report that two other vessels are expected from the same port this season. Three families are going to the Newcastle district.

Those in the *Lady Fitzherbert* from Plymouth, 135 in number, are principally farmers and going to the Western division of the province. Three families complained to this office that Mr. Resterick, the owner of the vessel, with whom they engaged their passage, charged them 5*s.* a-head for landing charges, and which he told them would be refunded by the master on arrival here, if the charge was incorrect. He stated on application that he was not aware of any such agreement, and refused to refund; the parties having no written proof, I could not enforce their claim, but from the manner in which these people tell their story, I have no doubt that it is correct.

In the *Perseverance*, from Dublin, were 106 passengers, who were assisted to emigrate by their landlord, the Honourable Charles Butler Clarke, from his estate in Kilkenny. They landed in good health, and proceeded on their route up the country. The rest of the passengers in this vessel are labourers. One family went to the Eastern townships, and some to friends in Bytown and Toronto. A large number of the labourers from the different vessels have availed themselves of the employment which offers, on the roads in this neighbourhood. A large number of emigrants are reported at Grosse Isle.

Week ending 3rd July.

The passengers arrived during the past week consist of labourers and farmers; the greater portion of them appear in middling circumstances, and are proceeding up the country to their friends. About 76 I consider are going to join their relations in the United States.

The *Princess Victoria*, and *Grace*, from Liverpool, with 593 passengers, all Irish. The passengers by the latter ship have had a long passage of 56 days, and owing to the insufficient

state of the water casks, they were on short allowance, and had only four casks of the ship's stock left on arrival at Grosse Isle. On opening the casks, put on board for the use of the passengers, they were found to be not more than two-thirds full, which so soon as the master ascertained, he reduced the allowance to a quart per day, which was further reduced previous to arrival here. I have inspected the casks and find that had they been full, the supply would have been sufficient. The master states that they were all filled up on the day previous to sailing. They are all old leagers, which hold from 250 to 300 gallons, with pine heads, but not sufficiently hooped, to which cause may be attributed the leakage. Their fuel was also expended. The brokers, Messrs. Robinson and Co., had put about four chaldrons of coals on board, which the Government agents, on inspection previous to sailing, considering not enough, ordered an additional three tons, which however was not sent. The master fortunately had five tons on board for their own supply, which was nearly all expended on arrival here and prevented the serious inconvenience which would otherwise have occurred from the want of fuel. The berthing was also put up in so slight a manner that it fell down several times during the voyage, in heavy weather. This vessel cleared out under the old tonnage measurement, and had 29 passengers over her complement, for which the master was fined 20*l.* sterling by the collector. Taking the superficialities of the space occupied by the passengers, she was within the Act, and would also have been, if the passengers were calculated according to her tonnage under the new measurement.

The passengers by several vessels which arrived this week, suffered from sickness, measles, and small-pox. The Lord Seaton, from Belfast, had 14 deaths, and the Grace 7, chiefly children; some others had a few cases, but very slight. Those from Sligo have landed in good health, and are proceeding up the country to their friends. Employment is becoming more scarce in this neighbourhood, and those depending on immediate work for their support, find difficulty in obtaining it, the demand for labour on the roads being limited. From 350 to 400 hands are now employed here, and the Commissioners are in hopes of being able to take on an additional number of those most in need in the course of next week.

I have been obliged to give assistance to 21 families during the past week; they were chiefly women and children, and had their husbands and relations settled in the province.

Week ending 10th July.

The emigrants arrived during the past week are chiefly labourers and farmers. On board the George Marsden from Rye, were 227 passengers, who were assisted to emigrate by their respective parishes in Sussex and Kent. They were furnished with a free passage and provisions, and the sum of 140*l.* was divided among them according to their families. They were also forwarded free to Montreal. On board the Canadian, from London, were some respectable steerage passengers going to settle in the Home District; also 18 boys sent out by the Society for the Refuge for the Destitute: they have all been instructed in trades, and were forwarded to Montreal.

The passengers from Belfast and Londonderry are chiefly labourers and farmers; some of them have good means and they are all going to settle in Upper Canada. Among the Londonderry passengers there were a number of poor families coming out to their relations, to whom I was obliged to furnish assistance to enable them to proceed. The passengers in the La Plate from Cork, and Dolphin from Limerick, are in good circumstances, and proceed up the country for settlement. One family in the Thomas Williams from Cardigan, which has brought out about 60*l.*, has settled on the Lambton Road. They hope to bring out several of their friends to join them next season.

Week ending 17th July.

A large proportion of the emigrants arrived this week are in good circumstances, and all intend settling in Canada West. The passengers in the Centenary from London, are chiefly farmers and labourers, and proceeded direct on their route up the country. The passengers in the Taurus from Aberdeen are intelligent Scotch settlers, and most of them have friends up the country, in the London and Western districts. They proceeded direct to Montreal, having their passage paid to that port.

In the Mary Anne were 26 families from Banff, all with good means and proceeding to settle at Goderich, and a few going to their friends in the vicinity of Perth and Lanark. The passengers in the Bachelor from Londonderry are in good health, and the greater part proceed up the country. A few families who had not the means of proceeding further are employed here, and to others with large helpless families I have granted limited assistance to enable them to reach their friends.

The passengers, per the Maria Brennan, from Limerick, and Countess of Arran, from Donegal, are of the labouring class; a few of them are going to their friends in the United States, but the greater portion to the western part of the Province.

Week ending 24th July.

The passengers arrived during the past week are all in good health, and consist of farmers and labourers. In the Margaret Boyle were some very respectable Scotch emigrants from Leith, who, with the exception of one family, were all in good circumstances; five families have gone to settle in the Huron Tract, and the remainder in the Home and Gore Districts. The Pomona, Captain Hutchinson, from Sligo, cleared from that port with 214 passengers, as certified in the list forwarded to me by the Government agent for that port, and her bill of health from the Custom House certified for 228, including master and crew. On arrival

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here, she was found to have 250 passengers on board, making an excess of 27 adults over the complement she is entitled to carry by law. The master was fined 20*l.* sterling by the collector of the customs. It is much to be regretted that the law does not fix the penalty at so much for each one over the number prescribed by law. As the law stands now, the owner or charterer will pocket 35*l.* sterling by the operation after paying the fine.

The passengers, per the *Victory*, are intelligent settlers from the vicinity of Hull, and are proceeding to settle in the western division of the province. The *Huron*, from Liverpool, with 327 passengers, are chiefly labourers; there are a few Scotch families in good circumstances, 26 in number, from Paisley, and a few English families from Newcastle. Two Irish families have gone to settle near Sherbrooke, and a few are remaining here for employment; the rest are proceeding up the country.

In the brig *Hope*, from Dublin, were 71 passengers, who had a passage of 51 days. Many of them were short of provisions, and had to purchase from the master, who appears to have taken every advantage of their distress. One poor family coming out to their friends in Montreal was in debt to the master for provisions near 5*l.* on arrival here. The master states that before he was a month out some families applied to him for provisions; their stock, consequently, could not have been laid in according to the Act. Three families in the *Huron* are going to Nova Scotia to their friends.

Week ending 7th August.

The passengers arrived during the past week are chiefly Irish and Scotch, many of them very poor and depending on immediate employment for their support. The passengers, per the *Sterling*, from Glasgow, 154 in number, 150 of whom are members of the Glasgow Emigration Society, landed here very poor and without sufficient means to pay their passage even as far as Montreal. Seven families are employed here, and I have offered work to the rest; but nothing but the necessity of their situation would induce them to accept of it here. Some refused and even disposed of their effects to enable them to proceed.

It is much to be regretted that exaggerated accounts have been circulated among (more particularly the Scotch) emigrants this season. They all land here with the idea that they are to be forwarded at Government expense to whatever section of the province they may fix on, and it is with great difficulty I can persuade them that such is not the case. The passengers by the *Lady Charlotte Guest* were in better circumstances. These people emigrated at their own cost, and proceeded in the vessel to Montreal; the greater portion of them have their relations settled in the province,—some in the Bathurst district, and others are going to Goderich and Dumfries. Those by the *Josephine*, from Belfast, are all in good circumstances; one family are going to their friends in St. Giles, and several others have their friends in the neighbourhood of Montreal: but the great majority of them proceed to the western division of the province.

In the *Catherine*, from Liverpool, they are mostly labourers, and very poor; some few farmers have good means. About 100 of them are from the estates of the Earl Fitzwilliam, in the county Wicklow, who assisted them to emigrate. All of them require employment, and such as I could induce to work I obtained employment for; but the greater part of them have proceeded up the country. In the brig *Sapphira*, from Thurso, were about 20 families, who have been assisted to emigrate by the Duke of Sutherland from his estates in Sutherlandshire. These people have all left their homes of their own accord, and his Grace has been pleased to assist them to the extent of from 3*l.* to 7*l.* sterling each family; only four families of this party were furnished altogether by his agent. From the exaggerated accounts told to them at home, they all expected, on landing here, to be forwarded to the London District, where it appears they wish to proceed, although scarcely a family of them have a friend or acquaintance in the province, and appeared much disappointed when it was refused, and employment offered them. This they did not calculate on, and only a few of them appeared inclined to avail themselves of it. They afterwards proceeded up to Montreal, and I fear will become a charge on the agency there, and further up the country.

Seven families,—widows and orphans, and mostly females,—I have given a free passage to. Their only chance of succeeding is to get into some of the old country settlements, as it is impossible to get them any employment in or about this city or Montreal. I have also been obliged to assist a number of females who came out in the *Catherine* from Liverpool on similar grounds; but in no instance has any aid been given to persons who are able to work, employment being abundant on the roads. I have also most favourable accounts from the Eastern townships of the demand for labourers, wages 3*s.* 6*d.* to 3*s.* 9*d.*, with board; but it is very few who can be induced to go to that section of the province, their prejudices are so strong against our winter.

Week ending 14th August.

The passengers arrived during the past week are chiefly labourers and farmers of the better class, many of them in possession of capital. In the *Independence*, from Liverpool, are some very respectable Scotch farmers, with good means; they are principally going to settle in the Bathurst, Home, Gore, and London Districts. About 20 have decided to take Sherbrooke, Eastern townships, on their route, in hopes of meeting with a desirable location in that section of the country.

Passengers per *Olando*, from London and Gravesend, are paupers, who have been sent out by the Poor Law Commissioners. They consist of about 12 families, and are all going to the Western section of the province. These people were well provided for during the voyage, and were forwarded free to Montreal at ship's expense.

Those in the Clifton, from Cork, and Abercrombie, from Liverpool, all landed in good health; a number of the passengers in the former vessel are going to their friends in the United States. A few in the Abercrombie, young men, are going to their friends in New Brunswick. These vessels have all had long passages, average being 56 days. Those in the Warrior and Clifton were short of provisions, owing to the greater part of their stock, consisting of potatoes, which, from the heat of the vessel's hold and the lateness of the season, soon became unfit for use; they consequently were obliged to purchase from the master, and three families, whose means were limited, landed here in a destitute state. To six families, consisting of women and children, who were going to join their relations and friends in the province, I was under the necessity of giving assistance in provisions and a free passage to Montreal.

Week ending 21st August.

Passengers arrived during the past week are generally in good circumstances, and are all proceeding up the country, with the exception of a few families from Sligo, and Dublin, whose means were exhausted, and who are now at work here, to earn sufficient to carry them up.

In the brig *Wanderer* were eight families, 58 in number, who have been assisted to emigrate by their landlord, Neill Malcolm, Esq., from his estates in Argyllshire. These people were well provided for during the voyage, and I had received orders to advance them means sufficient to enable them to reach their friends settled in the London district, and to draw on Mr. Malcolm for the amount. They all proceeded from this two days since, provided with every information necessary to enable them to reach their destination.

The passengers per the *Dee*, from Bristol, are respectable farmers and farm labourers. They have all a little money, but have no particular place fixed on for settlement. They give the preference to the western part of the province, where they intend to proceed, and to judge for themselves. I furnished them with routes, distances, and the names of the different Government agents along their route. One family, eight in number, was assisted to emigrate by their parish. Seventy-one passengers in the brig *Rowena*, from Sligo, had a long passage of nine weeks; they all landed in good health, and with the exception of four families who remained here for employment, proceeded direct on their route up the country. Two families are going to their relations in the state of New York; the others to the Eastern, Newcastle, and Gore Districts.

The brig *Astrea*, from Dublin, with 147 passengers, was two months on her voyage; they, however, landed in good health, but a number of the families were very poor, having expended all their money in purchasing food from the master. The greater number of them proceeded direct on their route up the country,—those who had not means, I have furnished with employment here.

Fifty-two passengers in the *Marquis of Wellesley* are in good circumstances; a number of them had their friends in the neighbourhood of Montreal, and others in different sections of the province.

Week ending 28th August.

Passengers arrived during the past week are generally in good circumstances, and consist of farmers, labourers, and tradesmen, and with few exceptions, are able to pay their way to their respective destinations. The greater portion of them are going to settle in the western division of the province, and some to their friends in the United States. These vessels all have had long passages, the average being over 60 days. The passengers, per *China*, from Limerick, were 10 weeks on the voyage; their supply of provisions falling short, they were obliged to purchase from the captain at high rates. They stated that their supply of provisions was sufficient, when they left for three months; but that their potatoes, which constituted their chief stock, owing to the wet and heat in the vessel's hold, soon rotted, and became unfit for use. Several cases have occurred this season, in which this most essential, and I may say principal food of the Irish emigrants has been destroyed from neglect and improper stowage. I should recommend, if considered practicable, that this article of provision should be placed in charge of the master of the vessel, and be issued by him to each individual twice a-week, or oftener, if he thought proper. At present, they are brought on board in sacks, and thrown into the hold on the wet ballast, or on the water casks, and in the course of a few days (owing to the thoroughfare made over them by the crew and passengers going for water and other provisions, or baggage,) they soon become so trampled and bruised as to be unfit for use.

In the *Lady Jane Grey*, from Cromarty, were 85 passengers. This vessel sailed with a full complement, but landed 155 at Picton, where they were detained five days. She had been a month on her voyage thence to this port, during which time four adults and one child died, and 18 were left at Grosse Isle in hospital, all of whom Dr. Douglas reports will recover, except one old man, aged 75. These people had fever previous to arrival at Picton. There were two deaths at sea.

In the *John Walker* were 49 passengers from the Isle of Sky. They consist of 10 families; farmers and farm labourers. They are going to their friends in Glengarry, and to the Home and London districts; this vessel sailed with her full complement, and landed about 200 at Sydney, Cape Breton. Those in the *Patriot*, from Leith, were in good circumstances, 19 in number; they are going to their friends in the Gore and London districts.

The *Andrew White*, from Glasgow, with 138 passengers. This vessel proceeded direct to Montreal; the passengers having engaged their passage to that port. They appear in middling circumstances, and are proceeding to the Home, Gore, and London districts to join

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their friends. A few, whose means are limited, intend to remain in Montreal, for employment.

Passengers per the *Woodland Castle*, 36 in number, from Cork, are mostly young single men and women; there are five mechanics, the remainder are labourers and servants, all very poor. They were eight weeks on the voyage, and running short of provisions, they exhausted their little stock of money, purchasing them from the captain. The greater part are going to the United States. In the brig *Bruce*, from Newport, county Mayo, were 205 passengers, principally labourers; they had a long and tedious passage of 63 days, and were also short of provisions. They landed at Metis and Green Island for a supply, and also obtained some from two vessels in the gulf. This vessel lost some of her spars off Cape Clear, in a gale, which detained her several days. A large portion of her passengers intend going to the United States, and all proceeded direct from this, with the exception of 12 or 14, who had not means, and have obtained employment here.

Week ending 4th September.

The emigrants arrived during the past week are nearly all Scotch and Irish, of whom a number are in very destitute circumstances, owing to their having very long passages; the average of this week being 57 days.

Passengers per the *Hector*, from Liverpool, 71 in number, are respectable people, who all proceeded direct to Montreal; many of them have been in the province before, and are now returning with their friends. Several of the passengers complain of being on short allowance of water, viz., a quart per day, and that the master was obliged to send on shore several times in the river for a supply. This vessel was 57 days on her voyage, and had the quantity of water been on board as fixed by law, this deficiency could not occur. Captain Patton, on examination, admitted the deficiency, but stated that it was caused by the waste of the passengers themselves. I have reported the case to the Government agent at Liverpool for inquiry.

The brig *Evelin*, with 132 passengers, 50 days from Londouderry, are chiefly labourers, farmers, and a few trades. They have all landed in good health, but many of them very destitute. I have been under the necessity of extending assistance to four families, 32 in number, who are going to settle on the Ottawa. A number of others are employed in this neighbourhood; three families, 25 in number, have been assisted to emigrate by their landlord, Mr. Watts, county Donegal.

In the brig *Lady Hood*, from Stornaway, were 14 families, 78 in number, all very poor; and landed here after a passage of 70 days in great distress, from want of provisions. They had expended all their money in purchasing supplies from the master during the passage. I distributed 2 cwt. of oatmeal among them, and forwarded them to Port St. Francis; they are all going to join their countrymen in the township of Bury and Lingwick.

By the ship *Charles* were 24 families, 145 persons, from the same port, and also bound for the same destination. They are chiefly from the Isle of Lewis, and I regret to say, nearly as destitute. This vessel had her full complement of passengers, but landed 233 at Sydney, Cape Breton. They had a passage of 51 days, and also suffered from want of provisions. I issued a small supply of oatmeal among the most needy. These families have all emigrated on the invitation of a party who came out in 1838, and who landed equally poor, but are now doing well, and have promised to assist their friends to get through the winter. Very few of them can speak English; but I have no doubt they will prove a valuable addition to our population in the eastern townships.

In the *Canada*, from Greenock, 115 passengers, all in good circumstances. Several wealthy families are going to settle in the Bathurst district, and others, with their friends in Toronto, Oro, and Eldon. The passengers in the brig *Hants* and *Jessy Logan*, from the same port, are also respectable settlers in good circumstances, and all are proceeding to the western section of the province, some to Lancaster, Pashnich, and Duidas, &c.

Those per *Nelson Village* from Belfast, 120, are farmers, labourers, and trades, and with the exception of three families, appear in good circumstances. The greater part of them proceeded up the country to join friends about Bytown, Port Hope, and Toronto: 139 passengers in the *Cumberland Lass*, from the same port were 66 days on the voyage. Many of them landed in great distress, from want of provisions. They purchased from Captain Smith as long as their money lasted; and he had to support from 40 to 50 of the poorest for the last three weeks. When he arrived here, all his ship's stores were exhausted, besides supplies, which he obtained from different places in the gulf. I forwarded eight families, 43 in number, to Montreal, to enable them to reach their friends, and also gave them a small supply of oatmeal. Their destination is Bytown and Cavan, Newcastle district.

The brig *Bon Accord*; 70 in number, from Aberdeen, are in good circumstances. They are chiefly farmers, and proceeded direct in the vessel to Montreal. They were 69 days on the voyage, but landed in good health, and were well supplied.

Week ending 11th September.

The emigrants landed during the past week are, with few exceptions, in good circumstances, and principally came out to join their friends. The passengers per *Princess Royal*, from Carnarthen, are very respectable Welsh farmers; they consist of one family of eight persons. The rest are young men, and, with the exception of two, are going to settle in the Huron Tract. The *Energy* and *Ellen Stewart*, from Limerick, and *Blanch*, from Donegal, are on their second voyage this year, and bring out very few emigrants. In the *Energy* were eight families and six single men, in all forty-four persons, who have been assisted to emigrate by

the Marquis of Clanricarde from his estate in Galway. His lordship gave them a free passage and 5*l.* to each family. They are all proceeding to the western section of the province. A few of them have means to purchase land, and are proceeding to join their friends in the neighbourhood of Kingston. The remainder appear to have no fixed object in view, and are going up for employment. As it is now getting late in the season, I endeavoured to induce as many as possible to proceed into the country, and to secure some permanent employment before the winter sets in. I have received the most favourable accounts from the Ottawa river, west of Bytown, of the demand for all classes of emigrants, and where abundance of employment is to be obtained during the approaching winter among the lumbermen and farmers. The passengers per *Watchful*, from Limerick, have had a long passage of eight weeks, and a number of them landed in distress. They were, however, in good health; and those who had not the means of proceeding further I obtained employment for in this neighbourhood. Nine Scotch families, 54 in number, who have been employed on the roads since their arrival here in June, have gone in and settled on lands in the county of Megantic, in Leeds, and Inverness. Fifty-four passengers per *Caledonia*, from Greenock, are all in good circumstances, and are going to join their friends in Glengarry, and about Perth, Brockville, and Kingston. I consider the emigration of this season as drawing to a close, and have only advices of two vessels, viz., the *Tom Moore*, from Belfast, with 173, and the *Governor*, from Limerick, with 58 passengers; to arrive.

Week ending 18th September.

The emigrants arrived during the past week are generally in good circumstances, and have nearly all proceeded upwards to different sections of the province. A number of passengers per the *John Bell*, from Ross, state that they were assisted with a free passage and provisions by *Butler Clarke, Esq.*, from his property in the county of Kilkenny. They are, with few exceptions, going to their friends in the Niagara and Gore district. There has been no complaint among any of the passengers arrived this week, and they have all landed in excellent health. The Scotch emigrants are in good circumstances, and are going to settle in the province.

Week ending 25th September.

The emigrants arrived during the past week are chiefly of the labouring class, and nearly all have friends in the province. They have all emigrated at their own expense, except two families in the *Clio*, from Padstow, 14 in number, whose passage was paid to this port by their parish. The remainder of the passengers by this vessel are in good circumstances, and are going to their friends in the Newcastle and Home district. The Scotch emigrants in the *Favourite* are also going to join their friends in the Bathurst, Midland, and Home districts.

The passengers per the *Agenoria*, from Liverpool, are all very poor. They were detained a long time in Liverpool after they had engaged and paid their passage. This is a fine large vessel, of 731 tons, chartered by a broker named *William Rafferty*, of the Waterloo-road, to bring out 100 passengers, as he would not ship a sufficient number to bring him within the provisions of the Passenger Act. I beg to say that *Captain Giffney* has been for a number of years in the habit of carrying passengers, and he states that it was with the greatest difficulty he could get *Mr. Rafferty* to fit up proper accommodations for their use. The passengers speak in the kindest manner of the captain's attention to their comfort during the voyage. This vessel, including her crew, had 140 adult passengers, and she came under the 20th clause in the present Act, carrying 146½ adult passengers, without being subject to any of its penalties.

Week ending 9th October.

The emigrants arrived since the 26th ultimo are, with few exceptions, in good circumstances, and the chief part are going to join their friends already settled in the province.

The passengers in the *Colina*, from Gloucester, are all of the better class of farmers, and in good circumstances. Only two families remain in Canada; the remainder, 63 in number, are going to join their friends in the state of Pennsylvania. Some of those in the *Tom Moore*, from Belfast, about 50 in number, are also proceeding to the same direction; also, three families in the *Midas*, from Galway, are going to their friends in Illinois.

In the brig *Universe*, from Thurso, were two poor families, 19 in number, who came out to join their relations settled in the neighbourhood of Kingston and Toronto. They landed here penniless, and, in consideration of their large families, I assisted them with a free passage. This vessel landed 74 passengers in Picton.

I regret to have to report the loss of another emigrant ship this season, which has been attended with a serious loss of life. The barque *Amanda*, *Captain Davis*, from Limerick, with 39 passengers and 18 of a crew, was wrecked at *Little Metis Point* on the morning of the 26th ultimo. The master, five of his crew, and ten passengers were all that were saved, after being 12 hours on the wreck; the remaining 41 persons were drowned. The surviving passengers, seven men and three women, arrived here on the 3rd instant, with the loss of everything except the clothes on their back. One of the men remained in this city, the others I assisted with provisions and a free passage to their friends, who reside in the township of *Buckingham*, on the Ottawa.

I consider the emigration of this year nearly closed; few emigrants are expected in any of the vessels to arrive. All the vessels reported to me by the Government agents at the out-ports have arrived, the unfortunate *Amanda* being the last.

Navigation closed November, 1841.

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EXTRACTS of Letters from the Emigrant Agents in Canada West, to Mr. Buchanan.

Sir,

Emigrant Office, Kingston, 22nd May, 1841.

I APPREHEND much difficulty in getting work for emigrants, as there is very little demand for labour west of Kingston, and even here the market is overstocked. A few good mechanics, and domestic servants would find ready employment at good wages.

I hope a very considerable number of this year's emigrants will be induced to settle in the lower section of the province. Emigrants certainly commit a great error, and incur much useless expense, in pushing on to the west.

I have, &c.

A. C. Buchanan,
&c. &c. &c.

(Signed)

A. B. HAWKE, Chief Emigrant Agent, Western Division.

Sir,

Emigrant Office, Kingston, 30th May, 1841.

YOURS of the 27th instant reached me in due course of post, and I am happy to learn that employment is plentiful at the lower ports.

Nearly 300 emigrants have reached this place. All the labourers admit that they might have obtained employment at Quebec and Montreal, but refused to work, because they thought they could get higher wages at this place; in this they are disappointed.

I have, &c.,

A. C. Buchanan,
&c. &c. &c.

(Signed)

A. B. HAWKE, Chief Emigrant Agent, Western Division.

Sir,

Emigrant Office, Kingston, 7th June, 1841.

ABOUT 2,300 emigrants have reached this place, nearly two-thirds have gone to Coburg, Port Hope, and Toronto. I have been obliged to assist a good many, as their money was exhausted, and they were anxious to join their friends. I learned from Mr. Burke, that nearly 2,000 have passed the Bytown locks during the 2nd and 3rd of June.

Mr. Burke says, a very large number of the poorest description of emigrants have passed this lately, this day alone near 1,000 have arrived here, and some of them from the length of time that they have been on the way from Montreal, must be suffering from want. I was forced to relieve a few of the most pressing cases, fearing the consequences that would result from their being without food from this to Kingston. The emigrants have suffered but little from sickness, but we must expect our usual amount of affliction as the season advances. I have had to fit up an hospital here.

I am preparing to employ the indigent who require work, in breaking stone in the vicinity of this town.

I have, &c.

A. C. Buchanan,
&c. &c. &c.

(Signed)

A. B. HAWKE, Chief Agent, Western Division.

Sir,

Emigrant Office, Kingston, 3rd August, 1841.

THE total number of emigrants who have come to the western section of the province during the current season, is 10,138. As nearly as I can ascertain, they have been distributed as follows:—1,260 have settled on the Ottawa and Rideau; 2,500 in the Midland, Prince Edward, and Victoria districts; 1,100 at Coburg, Port Hope, and Whitby; 3,300 in the Home district; and the remainder, nearly 2,000 in the Gore, London, and Niagara districts.

The emigrants landed here since my last report, belong, with few exceptions, to the better class of labourers. I have received a letter from the agent at Toronto, complaining that many poor and infirm emigrants continue about the streets of that city, but I am not aware that the number is greater than former years.

The only emigrants who appear to have been unsuccessful, are two parties consisting of about 300 weavers and wool-carders from Glasgow and Paisley, and as they had some correspondence with the Emigrant Association at Toronto, I furnished them in June last with a letter to that Association, in hopes that they will do something for them. I am sorry, but not at all surprised to learn from Dr. Bradley's letter of the 1st instant, that many of these emigrants were still unemployed. They say that they were induced by Government to emigrate, and as they have not been successful, they complain that the Government has neglected them; so far is this, however, from being the case, that to my knowledge, they have received more assistance than is usually given to persons of this class. Dr. Bradley writes;—"I have procured employment for all the emigrants, except those who are old, infirm, or otherwise useless to the farmer. The Scotch weavers, and wool-carders are very badly off, as they can neither reap nor plough. They are very troublesome, daily bringing me letters from their clergy, and insisting upon support until employment be procured for them; many of them state that Government encouraged them to come out, and are now letting them starve. I endeavour to persuade them that the Government did not give them any encouragement to emigrate."

I have received another letter from Captain Patterson on the subject of emigration to the United States, a copy of which I have the honour to transmit you herewith. It fully sustains the opinion expressed in my last report, that the number of settlers from the States greatly exceed the number of emigrants who leave Canada for that country.

I have, &c.

A. C. Buchanan, Esq.
&c. &c. &c.

(Signed)

A. B. HAWKE, Chief Agent, Western Division.

Sir, Steamer, Commodore Barrie, Kingston, 19th July, 1841.

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AGREEABLY to your request, I spoke with Captain Kerr, of the steamer Gore, concerning the passages of emigrants on board his boat. He states that he has taken none from Canada, but that he has brought a number of the better class from the States, principally settlers able to purchase farms. I have also to state, that those who have crossed to the States in the Barrie are all the labouring class, and those who return with me to settle in Canada have been in the better class, such as I should think would be able to purchase lands and pay for them.

I have, &c.

(Signed) ROBERT PATTERSON,
Master of the Steamer, Commodore Barrie.

A. B. Hawke, Esq.,
&c. &c. &c.

Sir, Emigrant Office, Kingston, 28th September, 1841.

EARLY in the present month, complaints reached the Government that there were considerable numbers of indigent emigrants at the upper ports, for whom the agents could not find employment, and who were consequently clamorous for relief.

In order to ascertain the actual condition of the parties, I left this place on the 12th instant, and during my tour I visited Coburg, Port Hope, Toronto, and Hamilton. At these places I found more or less emigrants, who complained of want of employment, but it was evident that most of them preferred idleness to industry, and that they had made little or no effort to provide for themselves. Many young men confessed that they had been offered four, and in some instances five, dollars a-month, and their board, for a period of six or twelve months, and that they refused to work for such low wages. They were told that so long as their labours would procure them food to eat, they must supply their own wants.

About 60 persons were sent into the interior at the Government expense. Those who were evidently loitering on the frontier until a chance of getting into the States presented itself, were left to shift for themselves.

Employment is exceeding scarce except for mechanics, and I fear that as soon as the winter puts an end to out-door work, that there will be considerable suffering. We get too large a proportion of mere labourers, that is, men who can only use the spade and pick-axe. There is less demand for unskilled labour in this section of the province than is generally imagined. If our public works go into operation, the difficulty of providing this class of persons with work will be removed; but until they do commence, I hope we shall have but few to provide for.

The season has been healthy, and on the whole there has been much less suffering than I anticipated at its commencement. The number of emigrants landed at this port, to this date, is 14,379.

I have, &c.,

(Signed) A. B. HAWKE,
Chief Emigrant Agent, Western Division.

A. C. Buchanan, Esq.,
&c. &c. &c.

My dear Sir, Emigrant Office, Kingston, 19th November, 1841.

I SHOULD have attended to the request contained in your letter of the 4th October, at an earlier date, but I have not been able to ascertain, very satisfactorily, the number of emigrants who have settled in the Bathurst, Ottawa, and Eastern districts, during the current season.

The number of emigrants landed at this port is 15,703, and, as nearly as I can ascertain, they have been distributed as follows.—Districts on the Bay of Quinte, viz. :—

Midland, Prince Edward, and Victoria	2,500
Coburg, Port Hope, Whitby, and Darlington	1,850
Home District, according to Dr. Bradley's Return, to the 23rd October	6,012
To which must be added, for the number to the 19th inst.	500
	6,512
Gore, London, and Niagara Districts	2,500
Settled on the St. Lawrence, between Kingston and Cornwall	1,200
Leaving 1,141 to be accounted for. N.B. Most of them, if not all, have gone to the United States	1,141
On referring to my Report of the 15th instant, I find I have estimated the number of emigrants settled on the Ottawa and Rideau	3,260

And Bathurst and Eastern Districts, as making the total number
settled west of Montreal 18,963

Leaving upwards of 10,000 to be accounted for. It is impossible, of course, to be exact in such estimates, as the emigrants frequently shift from place to place during the first year. For instance many, who in my statement are returned as having settled in the Midland District, are preparing to go to St. Catharine's, under the expectation of obtaining better wages on the Welland Canal during the winter. But from all my correspondence, as well

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as from many verbal communications, I am satisfied that my statement is, in the main correct.

A. C. Buchanan, Esq.,
&c. &c. &c.

I have, &c.,

(Signed) A. B. HAWKE,
Chief Emigrant Agent, Western Division.

My dear Sir, Emigrant Office, Kingston, 14th December, 1841.

I BEG to acknowledge the receipt of your letter of the 8th instant. I send you herewith a copy of Dr. Bradley's Report. What he says of the Home, applies to the Midland, Newcastle, and other districts. Considering that there was no public employment, we have got through the season well, *very* well.

In order to prevent distress, I was obliged to scatter the indigent emigrants as much as possible. My forwarding accounts will consequently be heavy, but I am of opinion that the expense of this season will not exceed that of last year—the number of passages has been greater, but the expenditure for other services has been much less.

I fully concur in all Dr. Bradley says of the good conduct and sobriety of the emigrants.

I have also sent you extracts from the Hamilton Report; the Bytown Report has not yet come to hand.

Unless some of our public works commence next year, I should be extremely sorry to see a very numerous emigration of poor people to this province.

I have, &c.,

(Signed) A. B. HAWKE,
Chief Emigrant Agent, Western Division.

A. C. Buchanan, Esq.,
&c. &c. &c.

EXTRACT from Dr. Bradley's Report to Mr. Hawke.

Sir, Emigrant Office, Toronto, 24th November, 1841.

THE number of emigrants received at this port this season amounts to 6,612 souls, 4,200 at least of whom are settled in the Home District, including those sent to Oakville, Esquesing, Chinguacousy, Erin, and Owen's Sound. The following townships contain the remainder, except those here in the city, amounting to 230, chiefly servants and invalids, viz.:—Toronto, Scarborough, Pickering, Whitby, Markham, Adjala, David Town, Monro, King, Albion, Vaughan, Etobicoke, Whitchurch, Guillumbuy, Mara, Thora, Georgina, Barrie, Nottawasaga, Mulmur, &c. All that I have cognizance of going to the United States only amounts to 280 individuals. I received 620 emigrants through the States to this agency, some of whom were wealthy, others apparently very poor.

The general condition of the emigrants exhibited poverty; one-third of them appeared to have no means whatever. Their personal appearance as to costume, &c., was better than usual in past years. Their health was much impaired during the summer months with bowel complaints, ague and typhus fevers, &c., among the adults. Children suffered from the effects of measles, hooping cough, scarlet fever, dysentery, small pox. The number of deaths at this agency was only 19 adults and children; those who went into the country having frequently called for medicine and advice, and in due time reported convalescent.

The proportion appearing to be men of capital, could scarcely be reckoned at the fiftieth; mechanics numbered very low, not an hundredth of the entire, and very poor.

The number of applicants for free passages was more than the number granted, as I sent none save those whom I found assurances had friends or employment where they desired to go. The free passages given by water amounted to 580; those sent by land, at the Government expense, being about 250.

The number settled here, or about this immediate neighbourhood, exceeds not more than 400. The men are hired at 2*l.* per month, and the females at from 20*s.* to 15*s.* per month; they are content so far. Every one able to work seemed to be favoured with an employer. I exerted all my power, and succeeded beyond my most sanguine expectation. Mechanics suffered for a time ere employment was procured for them.

The number of destitute emigrants in my vicinity are those only who have suffered much from sickness; they reckon about 40. Indeed some of them need the extension of charity to a great degree. I think all that troubled private ladies and gentlemen exceed not 23 families for the whole season.

The deportment and conduct of all the emigrants who arrived here exceeds description; there was not a single instance of ill behaviour known to the civil authorities, nor yet to me, that would cause me to report thereon. Temperance prevailed, and peace among themselves seemed replete.

I have, &c.

(Signed) R. D. BRADLEY, Emigrant Agent.

EXTRACT from the Report of the Emigrant Agent at Hamilton, dated 19th November, 1841,
addressed to Mr. Hawke.

Sir,

THE total number of emigrants landed at Hamilton may be stated at 1,680 persons. With respect to the destination of the emigrants, I can only reply that those whom I have for-

warded have been invariably in a western direction, chiefly to the London District. It has come to my knowledge, however, in repeated instances, that emigrants who have received free passages hither have crossed over to the United States; and I am of opinion that a majority of those who have arrived here without relations in this country have proceeded thither.

The general condition of the emigrants who have passed under my notice has been that of persons in the lower class, chiefly Irish; though there has been a large consignment of Scotch from the counties of Sutherland and Caithness, and a few families from Glasgow and Paisley, weavers. For most of the Scotch, independently of the small assistance which I rendered them, a subscription was obtained from the St. Andrew's Society and from the charitable of their countrymen. The Irish were mainly dependent on the emigrant fund; some of them, however, although applicants for relief, were found to be possessed of sums varying from 10% to even 20%. The health of the emigrants might be said to have been good, were it not for the extensive prevalence of ague, which, though rarely fatal, is productive of extreme weakness, and it has consequently entailed much expense upon the agency.

Four deaths only among the emigrants of the present season, residing in this immediate neighbourhood, have come to my knowledge. Scarcely any capitalists, according to the usual acceptation of that term, have come under my notice during the present season.

All the emigrants have applied either for free passages westward, or for both. I have rarely forwarded them, except when the object has been to join friends; and in such cases I generally defrayed only a portion of the expense, compelling the emigrant to resort to public subscription for the remainder, or the sale of a portion of his clothing. I have adopted this method, not only in consequence of the ruinous expense of land travelling, but also in order to test the real or pretended property of the applicant.

I am enabled to enumerate 17 families still remaining here; most of them have procured temporary and partial employment,—two in mechanical, the remainder in ordinary labour. Five heads of families are suffering from sickness, whose domestic distress will consequently be very great.

There are no emigrants who cannot obtain occasional work, and permanent employment is scarcely to be obtained for any of them; indeed it has been found throughout the summer that labouring work has been scarce, even for the permanent labourers; and it would be unreasonable to anticipate an improvement during the winter season. There are no public charities in this district. I have reason to believe that there is great distress among both the emigrants and those of longer residence here, arising from sickness, improvidence, or other causes; such cases are left to private charity, excepting in the last stage of distress, when the district fund is generally laid under contribution.

The present season has proved more expensive than the preceding: firstly, because the emigration hither has increased; and secondly, much more has been done for the emigrants than formerly, in free passages and other attentions to their wants.

I have, &c.

(Signed) E. C. THOMAS, Emigrant Agent, Hamilton.

EXTRACT of a Letter from the Emigrant Agent at Bytown.

Sir,

Bytown, 7th December, 1841.

I AM in receipt of your favour of the 27th ultimo, requesting information concerning several emigrant families named therein. Accompanying this I beg leave to transmit a statement showing the places to which they have been forwarded; and although I can give you no particular information as to the success they have met with, yet I am perfectly satisfied that those who went up the Ottawa river to the places to which they had been previously advised to proceed by yourself, Mr. Kerr, and others, could not fail in obtaining immediate employment provided they used the necessary exertions to procure it. The only obstacle in the way of those who came up latterly was the lateness of the season at which they arrived; but from the accounts I had from persons resident in the settlements to which most of the families alluded to make their way, I am convinced that they did not suffer from that cause. If similar exertions were made at an earlier period of the season, a great many more could be comfortably provided for in the settlements, on the banks of the Ottawa, above this.

You could not possibly serve poor emigrants more (I mean, of course, a reasonable number of them) than by encouraging them to try their fortune up the Ottawa; for in no part of Canada can they have a better, or indeed so favourable an opportunity of speedily bettering their condition, there being in all this section thousands of settlers in prosperous circumstances, living proofs of the fact. The immense lumber-trade going on causes wages to be high; and when, after a shorter time than he could accomplish it in any other part of Canada, the emigrant is enabled to settle on land, (which is easily procured, and that of as good quality as any in the province,) he has a market at his door for all the extra produce he can spare, at prices which are no where to be exceeded.

As further requested by you I also transmit a statement, showing the number of emigrants who passed this place during the season, and the number that landed here, &c.; also the number that received assistance from Government. Those forwarded at Government expense, as well as many who landed, received a small supply of provisions, and, when required, medical assistance, &c.

All I can say as regards the condition and means of those who landed here for the purpose of settling in this neighbourhood is, that the greater portion of them were of the poorer class; at the same time there has been a decided increase over last year of wealthy and respectable settlers. It gives me much pleasure to be able to add that there is no likelihood of distress

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from want of employment or sickness, there being only one family out of the whole number landed here who, from inability to work, are dependent on charity for support.

Number of Indigent Immigrants forwarded from Bytown during the season of 1841:—

	Adults.	Children.
To Kingston	2,203	1,376
Parts on the Rideau Canal	241	158
Fitzroy Harbour	139	82
March and Buckingham	5	2
Total	2,588	1,618

Total Number of Emigrants arrived at Bytown	13,400
Landed here	1,850
Proceeded up the Canal	11,550
	13,400

Of which number about 750 have landed between this and Kingston.

I have, &c.

(Signed) GEORGE R. BURKE, Emigration Agent.

The Petition of the Passengers arrived at the Port of Quebec on board the brig Wanderer, Cowen, Master, from Glasgow,

HUMBLY SHEWETH,

THAT your petitioners sailed from Glasgow in the full expectation of receiving at least Government allowance of water; but while raising anchor to proceed on the voyage, your petitioners were informed by one of the owners that no further allowance of water would be given than half a gallon per diem for each adult, a quantity insufficient for the wants of your petitioners.

Your petitioners being well aware of the intended disposition for emigration from those parts of Scotland from which your petitioners in general emigrated, humbly beseech that some measure be taken for the suppression of such an afflicting grievance, which cannot fail to depress the tide of emigration so universally predominant at present. May it, therefore, please your honour to take into your serious consideration the most effectual means for the future prevention of an evil so detrimental to the community; or to grant your petitioners such advice as may enable them to prevent the recurrence of such an evil in future, and your petitioners, as in duty bound, will ever pray.

(Signed)

Colin Morrison.
Peter M'Gregor.
Donald M'Cormick.
James M'Coll.

John M'Intire.
Archibald M'Nicoll.
Neill Leitch.
John ———.

To the Chief Agent for Emigrants, Quebec.
15th August, 1841.

EXTRACTS of an Address of the Irish Emigrant Society of the City of New York to the people of Ireland.

Desirous of promoting, to the utmost practicable extent, the interests of our emigrating countrymen, we must, at the same time, endeavour to avoid, by timely precaution, any evil consequences which may arise from mistaken or exaggerated conceptions of our capability to serve them. With this view we have determined on laying before you the precise objects of our association, the sphere of duties to which its operations are limited, and such advice, relative to the important subject of emigration, as diligent inquiry, attentive observation, and information, recently received from various parts of the Union, enable us to afford. Perhaps we would not have deemed this address necessary, had we not been warned from several sources that many, entertaining an erroneous estimate of our ability and duties, would be encouraged to abandon settlements at home for precarious or illusive prospects in a distant country, alluring them to inevitable disappointment and disaster.

Ours is entirely a benevolent association. It possesses no property, no influence, except the moral influence arising from the conviction which we trust prevails among our countrymen in America, that our motives are disinterested, and our method of carrying them into execution prudent and hitherto successful. We can only assist the emigrant by advice and information. By advice we are able to protect him against the imposition, by which the unfortunate stranger is frequently plundered of his money, or induced to vest it in some unsafe and tottering business; or enticed away, if a labourer, to some unwholesome spot, where, after a brief career of toil and vain regrets, and unavailing complaint, he falls a victim to the malaria. Our advice may also save him from the baneful effects of evil company, to which the poor emigrant is particularly exposed.

Without society life is at all times comfortless. Constituted as man is, this is one of the most pressing wants of his nature, and when well directed is the most grateful source of enjoyment, and of his social progress. The emigrant without society is wretched. He has left his friends, and his kindred, and his companions far behind. He feels a void in his heart, which he is anxious to fill up; and, under such circumstances, he is not very apt to scrutinize the

character of those with whom he comes in contact. The profligate too frequently entice him away, and thus he enters upon a career of dissipation and idleness, at a time when the difficulties of his situation require unflinching firmness, industry, frugality, and integrity. How many would have been saved from irrecoverable ruin if they had avoided this first snare in the poor emigrant's path,

There is a considerable portion of our countrymen who have no chance of success in the United States of America. This is emphatically the land of labour, and although too many even here eat the bread, the bitter bread of idleness, yet their speedy and inevitable fate is contempt, disgrace, and want. Numerous and ingenious indeed are the contrivances by which the indolent and worthless strive to appropriate to themselves the fruits of labour. But success in such attempts is precarious and short-lived, and the man who lives in idleness and splendour to-day vanishes from the scene to-morrow, consigned to oblivion and want.

We allude the more particularly to this subject, in consequence of being obliged to witness for many years past the cruel sufferings and disappointments of hosts of interesting young men, who have been induced to visit these shores without a single qualification for success. Never were persons in a land of strangers so utterly helpless as the persons to whom we allude. Brought up in the lap of comfort, perhaps luxury, in their native country, unable to work, without a trade or any vocation, and completely ignorant of the most ordinary details of business, it is easy to anticipate their fate in the land of labour. Their fate has been in many cases deplorable. Time would fail us in recording the hapless history of the many noble-hearted, well educated, and tenderly reared young men, who, incapable of providing for themselves in this country, have fallen victims to penury in its direst forms. We regret to say that a large class of our countrymen at home, possessing small incomes, and engaged in no regular occupations themselves, bring up their children to no business, habituate them to no pursuit, and indulging the disgraceful prejudice against labour, encourage them in lounging and idleness; and yet they think they provide for them, if they furnish them with an outfit, pay their passage to the United States or the colonies, and give them money enough to last a few weeks after their arrival. To the friends and parents of such persons, duty compels us to say, that this course is in the highest degree cruel. It is in the first place cruel to rear them in idleness, and in the next place it is the highest aggravation of that cruelty to send them forth in that helpless condition to a distant and strange land, where none but the industrious can hope for a livelihood. And not only such would we caution against coming to America, but we would extend the same advice to clerks, accountants, and copyists, and all who seek for employment in the counting rooms of merchants, or the offices of lawyers. All such occupations are overstocked. For many years, in consequence of the great stimulus given to trade, there was a constant rush from the agricultural districts to the towns and cities, all striving to avoid the necessity of manual labour; the cares and vexations of a commercial life. Young men in multitudes abandoned their paternal farms where they would have been blessed with healthy independence had they not aspired to the fictitious refinement and wealth of cities. Many obtained situations and became themselves principals in mercantile concerns; but the revulsion came, and while numbers of the former were thrown out of employment, several of the latter were reduced to hopeless bankruptcy. The consequence is, that all commercial places are crowded with young men natives of the United States, entirely destitute of support, and who, when a vacancy offers, are invariably preferred. Many of them now rue the silly ambition that enticed them away from the wholesome and independent avocations of their fathers.

In short, we cannot with confidence, advise any persons to remove to America, except labourers, mechanics, and those who, possessing a small capital, and some practical acquaintance with agriculture, are willing to settle in our new states and territories. We would tell all to avoid the Atlantic cities, and to distribute themselves throughout the land. And here we would urge upon all the necessity of providing themselves, before their departure, with something more than the price of their passage and supplies. Thousands continually land entirely penniless, and are at once in a state of destitution; whereas each person should have at least 5% on his arrival to enable him to prosecute his journey to the interior. Immediate application for information and advice should be made at the office of the Society, so that there may not be a moment's unnecessary delay; never considering the journey ended until the point in the country, selected as most suitable to his capacity and circumstances is reached. The condition of the emigrant who remains in the Atlantic cities, is very little if at all improved. He has not the same chance of employment; he is more exposed to the contagion of vicious habits; all the necessaries and comforts of life are fourfold higher than in the country; and he has not the same opportunity of providing respectably for his family. We need not add, that, for all persons, in all occupations, temperance, integrity, and the love of peace, are indispensable, and that Father Mathew's pledge is as good as the best letter of recommendation. It is at all events *primâ facie* evidence in favour of the emigrant.

The season of the year at which it is best to arrive in America, should also be seriously considered. Beyond all question, the months of April, May, and June, are to be preferred; and April, when circumstances permit, should be preferred to all others. When the latter month is fixed upon, the emigrant should be ready to take his departure in the middle of February. It is always well to allow two months for the voyage, including the journey to the port of embarkation, and even this time is too short, if vessels of the first class are not selected. Summer is a disagreeable and dangerous time to arrive, owing to the intense heat, and the greater prevalence of disease. Autumn is also unhealthy to the emigrant, besides being too quickly followed by winter, when there is not the same demand for labour, and when the settler can do nothing.

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We must also direct attention to the shameful frauds practised by ship agents and others at Liverpool and other ports of embarkation. Let no one proceed to those ports without being properly advised of the best vessels, of the days of sailing, and the character of the agents or ship-owners. Let no money be parted with without due enquiry. Beware of the infamous land-pirates to whom we allude; our attention is fixed upon them, and we hope one day to be able to hold them up to the scorn and execration of the world. It is our intention forthwith to communicate with suitable persons in the principal sea ports of the United Kingdom, with the view of establishing branch societies for the protection of emigrants from the frauds of these heartless wretches. We would also say to those who intend to come to the United States, that instead of embarking for any port in British America, their proper course is to take passage in the first instance for New York. This route is not only much more direct, but its navigation is incomparably less dangerous.

Let none then take the step precipitately; but the virtuous and the capable, who, after ripe deliberation, have resolved to come, we cordially welcome; and we affectionately offer them our assistance and advice.

(Signed)

ROBERT HOGAN,
President Irish Emigrant Society.George L. Keefe, } Secretaries.
Michael Burke, }

SUGGESTED AMENDMENTS to the present Passenger Act, with explanatory Notes, submitted for the consideration of His Excellency the Governor-General.

Second Clause.

Two passengers to every four tons; in no case should there be allowed more than one passenger to every 12 superficial feet of the 'twixt decks, or platform, which may be appropriated exclusively to their accommodation; or say a number equal to two-thirds tonnage, and all children to count.

The space of 5½ feet should be counted from beam to beam, and not from the deck to the platform, as the two beams frequently occupy from 2½ to 3 feet of the space, in small vessels.

If the number of passengers in proportion to tonnage were so fixed, that instead of computing them by different ages, every soul were counted as one passenger, much difficulty would be avoided, and if a penalty of 5*l.* per head was imposed for every one beyond the number allowed, the practice of carrying an excess would soon be checked. The manner of computing children, prescribed by the 13th clause of the present Act, is one which has always caused difficulty, and is the occasion of fraud by the falsification of ages. The law in the United States allows only two passengers to every five tons actual measurement.

Third Clause.

Ships carrying passengers, to provide five pounds of biscuit per week for each passenger.

Note.—This amendment, I conceive, will obviate and remove one of the great causes of the distress which is found so frequently to exist on board of emigrant ships, viz., a deficiency of provisions. It is next to impossible for agents at home to ascertain whether the provision of the law, as it now stands, have been complied with. An extra charge of 7*s.* 6*d.* for each passenger would cover this expense, and the emigrant would not object to pay it on being made aware that he would receive an equivalent in return.

Sixth Clause.

The master to be restricted as to the prices which he may charge his passengers for any provisions which they may be under the necessity of purchasing from him; say, limit him to 10 per cent. advance on the first cost. The sale of spirituous liquors should be prohibited under a heavy penalty, unless ordered as medicine.

Note.—This or some other restriction should be adopted in order to prevent a recurrence of the numerous complaints which have been made of late years against the exorbitant charges which masters exact from their passengers for any provisions they are obliged to purchase. If the third clause was altered as proposed, this would not be of so much importance.

The present disgraceful practice of selling spirituous liquors to emigrant passengers, is the frightful source of disease and want.

Eleventh Clause.

The Government agent for emigrants at the ports of embarkation, to certify on each passenger list as to its correctness, and that the conditions of this Act have been duly fulfilled. This should be done in duplicate, and one of the lists delivered to the Government emigrant agent at the port of landing, the other to the collector or chief officer of Her Majesty's customs, as is at present provided for in the Act. The certificate of the Government agent at the port of landing of the due fulfilment of contract on the part of the master to be required to enable masters or owners of vessels to cancel bonds in the United Kingdom.

Note.—The certificate as to the correctness of the passenger lists is very necessary, as the lists furnished now, are in many instances wholly incorrect as to names and ages. A duplicate list should be deposited with the Government agent to enable him to make his return with accuracy; it should remain in his office as a public record for free inspection.

Eighteenth Clause.

Jurisdiction to be given to justices of the peace in the colonies, and the course of proceedings to be defined.

The object of the 18th clause is defeated in Canada by the want of jurisdiction of the local magistrates, under any Acts of the Parliament now in force relating to smuggling, to the customs, to trade or navigation. The Court of Vice Admiralty is the only tribunal before which the proceedings contemplated by this Act, can be taken. If jurisdiction should be given to colonial magistrates, a general reference to a course of proceedings, of which they have no knowledge, would not be sufficient.

Twentieth Clause.

All ships carrying steerage passengers to be subject to the general provisions of this Act, but if the number do not exceed 50 souls, the master not to be required to enter into any bond.

Additional New Clauses.

First. Passenger broker not to be permitted to exercise their calling without a licence from the Land and Emigration Commissioners.

Second. The master or person in command of vessels carrying passengers to be held liable to them for all contracts and bargains made by the charterer, broker, or ostensible agent.

(B.)

REPORT OF DR. DOUGLAS,

Medical Superintendent at Grosse Isle.

Sir,

I HAVE the honour to submit for the information of his Excellency the Governor-General, a return of emigrants admitted, discharged, and died at the Quarantine Hospital, under my superintendence for the season ending October 20th.

By reference to the annexed Table, marked B., of admissions to the same hospital for the last eight years, it will be seen that the proportion of sick to the number of emigrants arrived has been much less than in any previous year. I ascribe this gratifying circumstance to two or three causes. 1st. The shortness of the passages of emigrant vessels this year, and the consequent abundance of provisions. 2dly. To the non-prevalence of typhus in the south and west of Ireland last winter and spring, the result of a plentiful potatoe harvest. 3dly. To the comparative small number of emigrant vessels, on board of which small pox broke out on the passage. While last season the number of passenger-ships on board of which this epidemic prevailed, was 17; this year the number has not exceeded seven.

Nearly one half of the whole number of emigrants that arrived this season came out in the month of May, at which time, from the prevalence of east wind in the River and Gulf of the St. Lawrence, the voyage is usually short, and the coolness of the weather unfavourable to the generation of febrile miasm. Another obvious advantage of the short voyage, is the abundance of food, the scarcity of which is so great a predisposing cause of disease.

On board of some of the most crowded of the vessels this season, the Lord Seaton, with 546 passengers; the Dumfriesshire, 621; Ann Jeffry, 261; and George Marsden, 229; measles and hooping cough prevailed extensively among children, and as usually happens in similar cases, proved fatal to a great degree; the Lord Seaton having lost 14, the George Marsden 13, the Ann Jeffry 9 of their passengers. The total number of deaths of emigrants on the voyage out this season, has been 222, five-sixths of whom are young children, and very old persons, whose extreme age and feebleness rendered them unfit to encounter the privations of a sea voyage.

Twenty-nine children were born on the voyage out; notwithstanding the unfavourable circumstances under which these births took place, both mothers and infants, with a few exceptions, were doing well on their arrival at the Quarantine station. Two female emigrants, one in the barque Borneo, from Limerick, and another in the ship Lord Seaton, from Belfast, died in childbirth on the passage; and among other casualties, a female passenger in the brig Duchess of Buccleugh, was washed overboard and drowned in a gale of wind, and two men, one a passenger in the barque Julie, from Sligo, and the other in the barque Agenora, from Liverpool, were lost out of the ship's head, the usual places of accommodation having been knocked down by order of the master, on the plea of want of cleanliness on the part of the passengers. I have brought this circumstance under the notice of the Chief Agent for emigrants at this port as deaths take place from the same cause every season.

The emigrants as a body appeared in more comfortable circumstances than last year, being better provided with wearing apparel and bedding, and presenting fewer cases of squalor and misery. It is to be regretted that the difference of the law regulating the transport of passengers to this port and to that of New York should prove an inducement to send out by vessels coming to Quebec, large families of women and children unprovided with their natural protectors. The Passenger Act of the state of New York imposes an uniform tax of two dollars a-head upon emigrants of all ages (children as well as adults) and limits also the number embarked to two passengers to every five tons, making no distinction between children and adults. The sum charged the emigrants for passage is, therefore, double that paid by those coming to this port, and is exacted without reference to age. It is found, therefore, to

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(A.)

(B.)

Emigration,
CANADA.

be a great saving for the adults of a family to embark for New York, and to leave the younger members to come out by the St. Lawrence under the charge of some female relative or other friend, trusting, in many instances, to receive assistance on their arrival here to enable them to proceed on to join their parents. The consequence of this is, that emigrant vessels coming to this port are too often crowded to excess, though the number actually on board does not exceed that allowed by the Act. This arises from the great proportion of children under 12 months, that are not included in the passenger list, and from those under seven years, three of whom are only counted as one adult, and from those under 14, two of whom are counted as one.

A medical inspection of passengers previous to leaving the port of embarkation in Europe, and a careful rejection of all such as are found labouring under fever, small pox, measles, or scarlatina, would tend to remove much mortality and suffering on the voyage. If the agents at the different ports in Great Britain were instructed to ascertain by actual inspection, not only that each passenger was provided with the quantity of provisions required by the Act, but that they had one change of clothing at least, and bedding sufficient to enable them to endure the cold from which passengers so frequently suffer in approaching the American coast, in the early spring voyage, it would tend also much to prevent the generation of fever.

I have, &c.

T. W. C. Murdoch, Esq.,
&c. &c. &c.

(Signed)

GEO. M. DOUGLAS,
Medical Superintendent.

(A.)—RETURN of Emigrants Admitted, Discharged, and Died at the Quarantine Hospital of the Port of Quebec, during the Season of 1841.

Description.	Admitted.	Discharged.	Died.	Total.	Diseases.					
					Fever.	Small Pox.	Measles.	Scarlatina.	Other Diseases	Total.
Men	75	69	6	75	66	4	..	..	5	75
Women	72	61	11	72	59	3	6	..	4	72
Children	143	122	21	143	59	25	55	4	..	143
Total	290	252	38	290	184	32	61	4	9	290

(B.)—TABLE showing the Numbers and the Per Centages of Disease and of Deaths of Emigrants at the Quarantine Station (Grosse Isle) of the Port of Quebec from 1833 to 1841, both inclusive.

Year.	Number of Emigrants.	Numbers Admitted.	Per centage of Admission.	Number of Deaths.	Per centage of Deaths.	Diseases.								
						Cholera.	Per centage of Cholera.	Fevers.	Per centage of Fevers.	Small Pox.	Per centage of Small Pox.	Other Diseases.	Per centage of other Diseases.	Total.
1833	22,062	239	1.08	27	0.12	..	..	159	0.72	34	0.15	46	0.21	239
1834	30,982	844	2.72	264	0.85	290	0.93	404	1.30	12	0.07	138	0.45	844
1835	11,580	126	1.08	10	0.08	..	..	24	0.21	48	0.41	54	0.46	126
1836	27,986	454	1.62	58	0.21	..	..	338	1.21	50	0.18	66	0.24	454
1837	31,894	598	1.87	57	0.18	..	..	481	1.51	104	0.33	13	0.04	598
1838	2,918	65	2.23	6	0.21	..	..	42	1.44	17	0.51	6	0.21	65
1839	7,214	189	2.62	9	0.12	..	..	147	2.04	1	0.01	41	0.57	189
1840	22,065	561	1.54	41	0.19	..	..	485	2.15	60	0.17	16	0.07	561
1841	28,060	290	1.03	38	0.13	..	..	184	0.65	32	0.11	9	0.03	290
Total .	184,761	3,366	..	510	..	290	..	2,264	..	358	..	289	..	3,366

(Signed)

GEO. M. DOUGLAS,
Medical Superintendent.

(C.)

REPORT OF MR. HAWKE.

Sir,

Emigration Office, Kingston, February 1st, 1842.

I HAVE the honour to transmit to you herewith, for the information of his Excellency the Governor-General, a statement showing the number of emigrants landed at Quebec from 1829 to 1841, inclusive.

The time embraced by the statement is 13 years; and it appears that during that period 322,291 emigrants came to the Canadas, viz. ;—

From England and Wales	74,073
,, Ireland	202,855
,, Scotland	41,426
,, all other countries	3,937

Total 322,291

On referring to the population returns for Upper and Lower Canada, I find that the population in 1829 may be stated at 650,000. If no immigration had taken place, the population would be in 1841, supposing it to have increased at the usual rate, viz., 3½ per cent. per annum, 945,750.

The best information as to the number of our population at present I have obtained from the Inspector-General for Canada West; and it would appear, from various data, that United Canada at present contains 1,250,000 people. If we deduct the 945,750, it appears that 304,250 persons have been added to our population from 1829 to 1841 by emigrants and their descendants.

Of the 28,228 immigrants landed at Quebec last year, 18,963 came to Canada West; the remainder, I am assured by the Chief Emigrant Agent for Canada East, have settled in that section of the province.

The emigrants who came to Canada West have been distributed as follows:—

Districts on the Bay of Quinte, viz.:

Midland, Prince Edward, and Victoria	2,500
Coburg, Port Hope, Whitby, and Darlington	1,850
Gore, London, and Niagara districts	2,500
Home District	6,512
Settled on the St. Lawrence, between Kingston and Cornwall	1,200
On the Ottawa and Rideau, and in the Bathurst and Eastern districts	3,260
Gone to the United States	1,141

Total 18,963

It is impossible to be exact in such statements, as the emigrants frequently shift from place to place during the first year or two after their arrival; but, from all my correspondence, as well as from many verbal communications, I am satisfied that the statement showing the distribution is, in all its material features, correct.

The emigrants of last year were generally poor; at least, two-thirds of them were mere labourers, for whom, as we had no public works in operation, it was frequently very difficult to obtain suitable employment.

By scattering them over a wide space of country, they have, I believe, all succeeded in obtaining work, although at lower wages than usual.

In the absence of public works, the demands for unskilled labour in Canada is always very limited. Good farm servants and mechanics experience no difficulty in getting work, and I could have found employment last year for a much greater number belonging to these classes than visited our shores.

Very few emigrants applied for free grants of land on the Garrafraxa and Owen's Sound Road, as they were not in possession of sufficient means to maintain themselves and families until they could get a crop from the land; and emigrants of small capital generally, and I think wisely, preferred purchasing partially improved farms in more settled parts of the province to going upon wild land.

The expenditure on account of emigration west of Montreal for 1841, may be stated at 4,218*l.* 16*s.* 5*d.* currency. Emigrant agents are stationed at Bytown, Toronto, and Hamilton, who receive their instructions from this office. It is their duty, as well as mine, to afford emigrants information respecting the Crown and other lands offered for sale in the different districts, and to direct them to places where they can obtain work; to afford relief, when necessary, in food and transport, as well as authorize medical attendance and comforts in cases of sickness, and to see that they are not imposed upon.

The out-agents report to me from time to time during the season, and the substance of their reports is condensed, and communicated by me to the head of the Government.

I am accountable for the expenditure, and my accounts, supported by proper vouchers, are sent to the Inspector-general at the close of each season.

Although the General Report for 1841, prepared at Quebec, will put his Excellency in possession of much of the information contained in this communication, I have felt it my duty to give a condensed view of the emigration to Canada generally, during the time I have been employed as chief emigrant agent, and to point out the duties of my office.

I have, &c.

T. W. C. Murdoch, Esq.,
&c. &c. &c.

(Signed) A. B. HAWKE,
Chief Emigrant Agent, Western Division.

Emigration.
CANADA.

STATEMENT, showing the Number of Emigrants landed at Quebec from the Year 1829 to the Year 1841, inclusive, and the Countries from which they came.

Where From.	1829.	1830.	1831.	1832.	1833.	1834.	1835.
England and Wales	3,565	6,799	10,343	17,481	5,198	6,799	3,067
Ireland	9,614	18,300	34,133	28,204	12,013	19,206	7,108
Scotland	2,643	2,450	5,354	5,500	4,196	4,591	2,127
Newfoundland, Nova Scotia, and West Indies }	123	451	424	561	345	339	225
Total number landed at Quebec in each Year . }	15,945	28,000	50,254	51,746	21,752	30,935	12,527

Where From.	1836.	1837.	1838.	1839.	1840.	1841.	Grand Total.
England and Wales	6,709	4,101	608	1,979	4,420	3,004	74,073
Ireland	17,950	15,900	1,704	4,488	17,111	17,124	202,855
Scotland	2,453	1,553	343	726	1,330	8,160	41,426
Newfoundland, Nova Scotia, and West Indies }	401	388	283	68	329	..	3,937
Total number landed at Quebec in each Year . }	27,513	21,942	2,938	7,261	23,190	28,288	322,291

It appears from the above statement that of the 322,291 emigrants who landed at Quebec during the period it embraces, England and Wales furnished 74,073; Ireland 202,855; Scotland 41,426; and all other countries 3,937.

(Signed) A. B. HAWKE,
Chief Emigrant Agent, Western Division.







